Commercial.

CLOSING QUOTATIONS.

Hongkong and Shanghai Bank—154 per cent. premium, sellers.
Union Insurance Society of Canton—$87½ per share, sellers.
China Traders' Insurance Company—$69 per share, buyers.
North China Insurance—Tls. 265 per share, buyers.
Canton Insurance Company, Limited—$75 per share.
Yangtze Insurance Association—Tls. 108 per share, sellers.
China Insurance Company—$195 per share, sellers.
Union Insurance Company, Limited—Tls. 150 per share.
Hongkong Fire Insurance Company—$310 per share, buyers.
China Fire Insurance Company—$69 per share, buyers.
Hongkong and Whampoa Dock Company, 131 per share, sellers.
Hongkong, Canton and Macao Steamboat Co. $104 per share, sellers.
China Sugar Refining Company—56 per share.
Hongkong Ice Company—$130 per share.
Hongkong Hotel Company,—$195 per share, sellers.
Indo-China Steam Navigation Company, Limited—15 per cent. dis., buyers.
Douglas Steamship Company—$50 per share, sellers.
China Sugar Refining Company, Limited—$153 per share, sellers.
Chinese Sugar Refining Company, Limited—$60 per share, buyers.
Longkong Ice Company—$60 per share, buyers.
Hongkong and China Bakery Company, Limited, —$93 per share.
Chinese Imperial Loan of 1884 A—2 per cent. premium.
Chinese Imperial Loan of 1884 B—8 per cent. premium.
Chinese Imperial Loan of 1884 C—9 per cent. premium, buyers.
Chinese Imperial Loan of 1886 E—9½ per cent. premium.
Hongkong Rope Manufacturing Company, Limited—$51 per share.
Perak Tin Mining and Smelting Company—$20 per share.
Panjom and Sungkie Dua Samantan Mining Co —$11½ per share, buyers.
Hongkong and Kowloon Wharf and Godown Company—39 per cent. premium, sellers.

EXCHANGE.

On Bank, T. T. 3/0
Bills, on demand 3/0
Bills, at 30 days' sight 3/0
Bills, at 4 months' sight 3/0
.....3/0
Country Bills, at 4 months' ...
.....3/0

On demand 3.81
At 4 months' sight 3 89
On India, T. T. 220½
On Demand 220½
On Shanghai—
On T. T. 72
On 30 days' sight.....72½

OPIUM MARKET.—THIS DAY.

MALWA ..... per picul, ... $550
(Allowance, Taels 32).
MALWA .....per picul, ... $570
(Allowance, Taels 32).
NEW PATNA, (without choice) per chest $480
NEW PATNA, (first choice) per chest $482½
NEW PATNA, (bottom) per chest..... $492½
NEW PATNA, (second choice) per chest... $477½
NEW BENARES, (without choice) per chest $475
NEW BENARES, (bottom) per chest $482½
NEW PERSIAN (best quality) per picul $640
OLD PERSIAN (best quality) per picul $600
OLD PERSIAN (second quality) per picul. $550 to $575
TURKEY, (best quality), per picul $575

Post Office.

MAIL WILL CLOSE

For Swatow and Bangkok.—Per *Taichiow*, to-morrow, the 1st April, at 8.30 A.M.
For Saigon.—Per *Protos*, to-morrow, the 1st April, at 9.00 A.M.
For Chefoo and Newchwang.—Per *Fidelio*, to-morrow, the 1st April, at 9.00 A.M.
For Amoy and Manila.—Per *Espana*, to-morrow, the 1st April, at 9.00 A.M.
For Saigon.—Per *Falkenburg*, to-morrow, the 1st April, at 9.00 A.M.
For Touron and Quinhon.—Per *Crusader*, to-morrow, the 1st April, at 9.00 A.M.
For Swatow.—Per *Nanshan*, on Monday, the 2nd April, at 11.30 A.M.

Shipping.

ARRIVALS.

STURA, Italian steamer, 1,416, Caboara, 29th March,—Singapore 23rd March, General.—Carlowitz & Co.
KAISOW, British steamer, 1,934, W. S. Thomson, 29th March,—Singapore 24th March, General.—Arnhold, Karberg & Co.
HAITAN, British steamer, 1,182, S. Ashton, 30th March,—Foochow 25th March, Amoy 28th, and Swatow 29th, General.—D. Lapraik & Co.
MARCIA, British steamer, 1,060, McIntosh, 30th March,—Nagasaki 25th March, Coals.—Mitsui Bussan Kaishia.
KASHGAR, British steamer, 1,515, C. Gadd, 30th March,—Bombay 13th March, and Singapore 23rd March, General.—P. & O. S. N. Co.
KWONGSANG, British steamer, 985, T. H. Sellar, 30th March,—Whampoa 30th March, General.—Jardine, Matheson & Co.
COCKCHAFER, British gunboat, 2nd-class, 460 tons, 470 horse-power, 4 guns, Lieutenant-Commander H. H. Boteler, 30th March,—from Canton.
HEROINE, British cruiser, 3rd-class, 1,420 tons, 1,130 horse-power, 8 guns, Captain C. J. Balfour, 30th March,—Manila 26th March.
MUTINE, British sloop, 1,140 tons, 1,120 horse-power, 10 guns, Commander J. Harrington Martin, 30th March,—Manila 26th March.
ALACRITY, British despatch-vessel, 1,400 tons, 3,180 horse-power, 4 guns, Commander R. B. Maconochie, 30th March,—Manila 26th March.
CONSTANCE, British cruiser, 3rd-class, 2,383 tons, 2,590 horse-power, 14 guns, Captain Leicester C. Keppel, 30th March,—Manila 26th March.
AUDACIOUS, British ironclad (armoured), 2nd-class, 6,010 tons, 4,830 horse-power, 18 guns, Captain Warren, 30th March,—Manila 26th March.
KOREYATZ, Russian corvette, 1,238, Captain Ostelctsky, 30th March,—Singapore 22nd March.
SMIT, Dutch steamer, 821, H. G. Ruhaak, 30th March,—Manila 27th March, General.—Siemssen & Co.
ALWINE, German steamer, 400, Samuelsen, 30th March,—Haiphong 27th March, and Hoihow 29th, General.—Wieler & Co.
JASON, British steamer, 1,420, J. Milligan, 30th March,—Glasgow, *vid* Liverpool, Straits Settlements, and Singapore 23rd March, General.—Butterfield & Swire.
MELBOURNE, French steamer, 3,847, Lequerré, 30th March,—Marseilles 26th February, Port Said 2nd March, Suez 4th, Aden 9th, Colombo 17th, Singapore 23rd, and Saigon 27th, Mails and General.—Messageries Maritimes.
MENMUIR, British steamer, 1,247, P. T. Helms, 30th March,—Sydney 11th Feb., Adelaide 19th, Tylatiap 12th March, Sourabaya 18th, and Singapore 22nd, Sugar and Flour.—Russell & Co.
WYVERN, British steamer, 1,108, J. Brotherton, 30th March,—Bangkok 23rd March, Rice.—Tung Kee.
BUSTU, British barkentine, 305, Rfykogle, 30th March,—Matupi, New Britain, 3rd March, Ballast.—Order.
ESPANA, Spanish steamer, 594, T. de Zavala, 31st March,—Manila 28th March, General.—Order.
AUGUSTE, German bark, 1,396, Schumacher, 31st March,—Cardiff 7th November, Coals.—Order.
DIAMANTE, British steamer, 514, McCaslin, 31st March,—Manila 28th March, General.—Russell & Co.
PEKING, British steamer, 956, Heuermann, 31st March,—Shanghai 28th March, General.—Siemssen & Co.
ILTIS, German gunboat, 500, Commander von Erikstedt, 31st March,—Manila 22nd March.
TSINAN, British steamer, 1,459, W. N. Allison, 31st March,—Port Darwin 22nd March, Coal and General.—Butterfield & Swire.

CLEARANCES AT THE HARBOUR OFFICE

Carisbrooke, British steamer, for Singapore.
Japan, British steamer, for Singapore, &c.
Decima, German steamer, for Cebu.
Benarty, British steamer, for Saigon.
Norden, Norwegian steamer, for Nagasaki.
Alwine, German steamer, for Hoihow.
Nanshan, British steamer, for Swatow.
Formosa, British steamer, for Amoy, &c.
Taichiow, British steamer, for Swatow, &c.
Fidelio, German steamer, for Chefoo.
Marcia, British steamer, for Nagasaki.
Crusader, British steamer, for Touron, &c.
Kwongsang, British steamer, for Tientsin.
Dorothea, German bark, for London.
Falkenburg, German steamer, for Saigon.
Jason, British steamer, for Amoy, &c.
Protos, German steamer, for Saigon.

DEPARTURES.

March 30, *Stentor*, British steamer, for Singapore, &c.
March 30, *Teresa*, British steamer, for Saigon.
March 31, *Drachenfels*, German steamer, for Saigon.
March 31, *Japan*, British steamer, for Singapore, &c.
March 31, *Melbourne*, French steamer, for Shanghai, &c.
March 31, *Carisbrooke*, British steamer, for Singapore.
March 31, *Norden*, Norwegian steamer, for Nagasaki.

PASSENGERS—ARRIVAL

Per *Tsinan*, str., from Port Darwin.—Mr. and Mrs. Turner, Mrs. Trusscott, Miss Dyer, Major Gascoigne, Messrs. J. Arltine, R. Barrie, A. Barrie, L. D. Cunliffe, A. M. Nicholas, and T. P. Soloman, 147 Chinese and 3 Japanese.
Per *Peking*, str., from Shanghai.—Rev. Couling, Mr. Holz, and 70 Chinese.
Per *Bustu*, barkentine, from Matupi, New Britain.—Mr. B. Jedde.
Per *Kaisow*, str., from Singapore.—Mr. Wainright, and 213 Chinese.
Per *Haitan*, str., from Foochow, Amoy, &c.—Mr. and Mrs. R. H. Cook, 4 children and servant, Mr. and Mrs. Sieer, and Miss Sieer, Messrs. J. S. Brewer and Chai Shuet Fan, Masters Malcampo, (2), and 122 Chinese.
Per *Stura*, str., from Singapore.—200 Chinese.
Per *Jason*, str., from Glasgow, &c.—Captain Horace M. and Mrs. Hayes, Mr. Emanuel, and 350 Chinese.
Per *Kashgar*, str., from Bombay, &c.—160 Chinese.
Per *Diamante*, str., from Manila.—Dr. Struve, Messrs. Probst, Grundy, Engster, and 20 Chinese.
Per *Wyvern*, str., from Bangkok.—20 Chinese.
Per *Espana*, str., from Manila.—76 Chinese.
Per *Alwine*, str., from Haiphong, &c.—90 Chinese.
Per *Smit*, str., from Manila.—Captain Kennedy and Mr. Ramenza.
Per *Melbourne*, str., from Marseilles.—For Hongkong.—Mr. and Mrs. Frater (British Consul), Mr. and Mrs. Bursley, Messrs. Francis, Elmwin, Piron, Campbell, and Rassadin. From Singapore.—Mr. and Mrs. Joseph, Mr. and Mrs. Kinghong, Messrs. Enyford, Ching Fook, and Chong Chien Pong. From Saigon.—Mr. and Mrs. Pers, and 215 Chinese. From Marseilles.—For Shanghai.—Mr. and Mrs. Wagner (French Consul), 4 children and female servants, Dr. and Mrs. Fraser and 4 children, Dr. Jamieson, Messrs Hewat, Aldis, Eykin, Marsh, Molchanoff, Schwezoff, Brown, and Brunat. From Singapore.—Messrs: Tukuda and Jamana. From Marseilles.—For Kobe.—Mr. Takahasi. From Singapore,—Mr. H. Cook. From Marseilles.—For Yokohama.—Messrs. Philippe, Wehrlin, Hanashima, Hirata, Yokura, and servant. From Calcutta.—Mr. Buckinoster.

DEPARTED.

Per *Stentor*, str., for London.—From Shanghai:—Mr. and Mrs. Bruce and 2 children, Mrs. and Master Kirk, 3 children and amah, Mr. and Mrs. Moore.
Per *Carisbrooke*, str., for Singapore.—721 Chinese.
Per *Japan*, str., for Singapore, &c.—3 Europeans and 858 Chinese.
Per *Norden*, str., for Nagasaki.—2 Europeans and 3 Chinese.

TO DEPART.

Per *Decima*, str., for Cebu.—3 Europeans.
Per *Alwine*, str., for Hoihow.—100 Chinese.
Per *Nanshan*, str., for Swatow.—100 Chinese.
Per *Formosa*, str., for Swatow, &c.—2 Europeans and 300 Chinese.
Per *Taichiow*, str., for Swatow, &c.—200 Chinese.
Per *Fidelio*, str., for Chefoo.—13 Chinese.
Per *Crusader*, str., for Touron, &c.—150 Chinese.
Per *Kwongsang*, str., for Tientsin.—10 Chinese.
Per *Falkenburg*, str., for Saigon.—200 Chinese.
Per *Jason*, str., for Amoy, &c.—2 Europeans and 200 Chinese.

REPORTS.

The British ironclad *Audacious* reports that she left Manila on the 26th instant. Had fine weather throughout.

The British steamship *Kashgar* reports that she left Bombay on the 13th instant, and Singapore on the 23rd. Had fine weather throughout.

The British cruiser *Heroine* reports that she left Manila on the 26th instant. Had fine weather to 29 h; thence thick weather and rain to port.

The British steamship *Diamante* reports that she left Manila on the 28th instant. Had fine bright weather with smooth sea, but hazy towards the coast.

The British steamship *Peking* reports that she left Shanghai on the 28th instant. Had moderate north-east and east winds with cloudy, rainy weather.

The British steamship *Wyvern* reports that she left Bangkok on the 23rd instant. Had light south-west winds and fine weather throughout.

The British sloop *Mutine* reports that she left Manila on the 26th instant. Had fine weather until yesterday evening, when it came on to blow, accompanied by mist.

The British steamship *Jason* reports that she left Glasgow, *vid* Liverpool, Straits Settlements, and Singapore latter, on the 23rd instant. Had moderate breeze and fine weather.

The British steamship *Kaisow* reports that she left Singapore on the 24th instant. Had fresh monsoon to 12 deg. north; thence to port light monsoon. On the 25th, passed a German ship, showing Q.D.V.L., in lat. 5.40 north and long. 107.20 east, steering to the southward.

The British steamship *Menmuir* reports that she left Sydney on the 11th ultimo; arrived at Adelaide on the 16th, and left on the 19th; arrived at Tylatiap on the 3rd instant, and left for Sourabaya on the 12th, arrived there on the 15th, and left for Singapore on the 18th; arrived at Singapore on the 22nd, and left again on the 23rd for Hongkong; arrived here yesterday morning at 11 o'clock. Had moderate winds and fine weather throughout.

The British steamship *Haitan* reports that she left Foochow on the 25th instant. Had a thick fog the first part of the voyage, and the latter part, light north-north-east wind and clear weather, with a smooth sea. Left Amoy on the 28th; had fresh north-east winds and thick misty rain with smooth sea. Left Swatow on the 29th, and had light north-east winds with thick rain to port, which was reached yesterday morning at 8.30 o'clock. In Foochow, the steamship *Nansing*. In Amoy, the steamship *Kutsang*.

SHIPPING IN HONGKONG

STEAMERS.

BELGIC, British steamer, 4,211, W. H. Walker, 24th March,—San Francisco 24th Feb., Honolulu 2nd March, and Yokohama 18th, Mails and General.—O. & O. S. S. Co.
BENARTY, British steamer, 1,119, Le Boutiller, 29th March,—Bangkok 22nd March, Rice.—Gibb, Livingston & Co.
CARDIGANSHIRE, British steamer, 1,623, Clarke, 19th March,—Nagasaki 14th March, General.—Adamson, Bell & Co.
CRUSADER, British steamer, 647, J. Ogston, 28th March,—Saigon 23rd March, Rice.—Soey Shing.
DECIMA, German steamer, 965, P. Oestmann, 27th March,—Saigon 22nd March, Rice and Paddy.—Siemssen & Co.
ESMERALDA, British steamer, 395, M. Mottram, 29th March,—Kobe 22nd March, General.—Geo. R. Stevens & Co.
FALKENBURG, German steamer, 988, W. Dreyer, 25th March,—Bangkok 18th March, Rice.—Melchers & Co.
FAME, British steamer, 117, A. Stopani.—Hongkong and Whampoa Dock Co.
FERO, German steamer, 754, T. N. Hansen, 25th March,—Haiphong 23rd March, Ballast.—Ed. Schellhass & Co.
FIDELIO, German steamer, 862, H. Brock, 26th March,—Saigon 21st March, Rice and Paddy.—Wieler & Co.
FORMOSA, British steamer, 687, P. Hall, 28th March,—Tamsui 25th March, Amoy 26th, and Swatow 27th, Ballast.—D. Lapraik & Co.
ILISSUS, French steamer, 779, Roura, 19th Sept., —Singapore 2nd September, General.—Bun Hin Chan.
NANSHAN, British steamer, 805, J. Blackburne, 29th March,—Bangkok 22nd March, Rice and General.—Hop Hing Hong.
PILOT FISH, British steamer, 161, A. Stopani.—Hongkong and Whampoa Dock Co.
PROTOS, German steamer, 1,093, C. Sorensen, 29th March,—Saigon 24th March, General.—Ed. Schellhass & Co.
TAICHIOW, British steamer, 862, J. Newton, 27th March,—Bangkok 20th March, Rice and General.—Yuen Fat Hong.
TEHERAN, British steamer, 1,670, F. H. Seymour, 27th March,—Yokohama 20th March, Mails and General.—P. & O. S. N. Co.
VISAYAS, Spanish steamer, 406, J. de Ajubita, 11th March,—Manila 7th March, General.—Ban Ho.
ZAMBESI, British steamer, 1,564, Chas. Sams, 27th March,—Bombay 7th March, and Singapore 20th, General.—P. & O. S. N. Co.

SAILING VESSELS.

ALDEN BESSE, American bark, 812, J. A. O'Brien, 4th Dec.,—Puget Sound 2nd Oct., and Honolulu 28th, Timber and Spars.—Melchers & Co.
AUGUSTA, German bark, 473, Jessen, 17th March,—Ambóina 6th Feb., Timber.—Ed. Schellhass & Co.
B. P. CHENEY, American ship, 1,259, Hughes, 25th Jan.,—New York 17th August, Kerosene Oil.—D. Lapraik & Co.
CENTENNIAL, American ship, 1,222, J. M. Bearse, 27th Jan.,—New York 18th Sept., Kerosene Oil.—Russell & Co.
COLOMA, American bark, 852, C. M. Noyes, 27th Dec.,—Portland (Oregon) 29th Oct., Lumber and Spars.—Melchers & Co.
DOROTHEA, German bark, 620, H. Th. Moeller. 29th Jan.,—Hamburg 29th Sept., General, —Siemssen & Co.
ERLKOENIG, Chinese bark, 457, Opium Examination hulk, Stonecutters' Island.—Chinese Customs.
F. P. LITCHFIELD, American bark, 1,042, Young, 5th Feb.,—Singapore 2nd January, Timber. —Ton Long Wo & Co.
LILLIAN, Hawaiian bark, 394, Dunnun, 22nd March,—Honolulu 1st February, Old Iron. —Kwong Cheong Lung.
GREAT ADMIRAL, American ship, 1,497, Bowell, 17th Feb.,—San Francisco 21st December, Flour.—Russell & Co.
GUSTAV OSCAR, German ship, 1,352, M. Geemann, 27th March,—Cardiff 7th Nov., Coal. —Melchers & Co.
HATTIE E. TAPLEY, British bark, 907, J. McCannachy, 23rd Feb.,—Sandakan 17th Jan., Timber.—Gibb, Livingston & Co.
KITY, British bark, 803, Laud, 20th August,—Manila 10th August, Sugar and Hemp—Captain.
MABEL TAYLOR, British bark, 1,298, Chas. E. Denper, 28th Jan.,—Penarth 17th August, Coal.—Order.
SANTA FILOMENA, Spanish steamer, 449, J. de Mendiguren, 24th Jan.,—Iloilo 31st Dec., General.—Kwong Cheong Tai.
SENTA, German bark, 1,037, Tiemann, 26th Jan.,—Cardiff 4th September, Coals.—Order.
STAR QUEEN, British bark, 264, J. Abbott, 26th March,—Freemantle 26th January, Sandalwood.—Jardine, Matheson & Co.
THEODOR RUEGER, German ship, 1,576, C. Meyer, 31st Dec.,—Cardiff 5th August, Coals.—Melchers & Co.
TITAN, American ship, 1,276, Allyn, 28th Jan., —New York 28th August, Kerosene Oil.—Russell & Co.

STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
Galley of Lorne	London	April 2nd	Russell & Co.
Deucalion	Liverpool	April 3rd	Butterfield & Swire.
Hydaspes	Bombay	April 3rd	P. & O. S. N. Co.
Abyssinia	Vancouver	April 4th	Adamson, Bell & Co.
Wingsang	Calcutta	April 6th	Jardine, Matheson & Co.

STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
London, via Suez Canal	Patroclus	Butterfield & Swire	April 7th.
Marseilles, via Saigon, &c.	Iraouaddy	Messageries Maritimes.	April 4th, at noon.
Bremen, & Ports of Call	Preussen	Melchers & Co.	April 16th, at 4 p.m.
Genoa, & Ports of Call	Stura	Carlowitz & Co.	April 7th, at 10 a.m.
Havre and Hamburg	Electra	Siemssen & Co.	April 7th, at 4 p.m.
Vancouver, B.C., via K., &c.	Abyssinia	Adamson, Bell & Co.	April 12th, at 3 p.m.
New York, via Suez Canal.	Claymore	Adamson, Bell & Co.	About April 11th.
San Francisco, via Y'hama	Belgic	O. & O. S. S. Co.	April 3rd, at 3 p.m.
San Francisco, via Y'hama	City of Peking	Pacific Mail S. S. Co.	April 14th, at 3 p.m.
Port Darwin, &c.	Tsinan	Butterfield & Swire	April 7th, at 4 p.m.
Bombay, via Straits	Kashgar	P. & O. S. N. Co.	April 5th, at 3 p.m.
Yokohama and Kobe	Zambesi	P. & O. S. N. Co.	April 7th, daylight.
Shanghai, via Amoy	Deucalion	Butterfield & Swire	April 5th.
Shanghai, via Amoy	Jason	Butterfield & Swire	To-morrow, daylight.
Manila, via Amoy	Diamante	Russell & Co.	April 3rd, at 4 p.m.
Swatow and Bangkok	Taichiow	Yuen Fat Hong	To-morrow, at 9 a.m.
Swatow, Amoy, &c.	Formosa	Douglas Lapraik & Co.	To-morrow, daylight.
Swatow	Nanshan	Hop Hing Hong	April 2nd, at noon.
Coast Ports	Haitan	Douglas Lapraik & Co.	April 3rd, daylight.

Intimations.

W. POWELL & CO.

EX "BENLARIG" AND "DEVAWONGSE."

STEEL TRUNKS.
Cabin Trunks.
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Tin Hat and Bonnet Boxes.
Air Tight Regulation Dress Suit Cases.
Saratoga and Travelling Trunks of every description.

Portmanteaus, Expanding Bags, Gladstone Brief and Hand Bags.
Air Cushions and Beds.
A Splendid stock of Macintoshes and Rain Coats for Ladies and Gentlemen in all the New Shapes:—"Connaught"—"Leinster" —"Inverness"—"Chesterfield," &c.

W. POWELL & CO.

VICTORIA EXCHANGE,
(TELEPHONE 21) Hongkong, 8th March, 1888. [6

INTIMATION.

F. Blackhead & Co.,

SHIP-CHANDLERS, SAIL-MAKERS,
AND
PROVISION MERCHANTS
NAVY CONTRACTORS,
AND
GENERAL COMMISSION AGENTS.

No. 11. Praya Central,
(Opposite Pedder's Wharf).

SOLE AGENTS for RAHTJEN'S

GENUINE COMPOSITION
FOR
THE BOTTOMS OF IRON SHIPS
CARBOLINEUM AVENARIUS
PRESERVATIVE AGAINST
ROTTING, DECAY, &c., of WOOD.
CHR. MOTZ & Co., BORDEAUX, CLARETS.
IMPERIAL CHAMPAGNE,
LA GRANDE MARQUE.
FLENSBURG STOCKBEER,
ENGINEERS AND BLACKSMITHS' TOOLS, AND EVERY KIND OF SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

ALL KINDS OF
COALS
SUPPLIED AT THE SHORTEST NOTICE.
Hongkong, 1st January, 1885. [85

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, AND CLOCK-MAKERS,
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CHARTS AND BOOKS.
NAUTICAL INSTRUMENTS.
SOLE AGENTS
for Louis Audemars' Watches; awarded the highest Prizes at every Exhibition; and for Voigtländer and Sohn's
CELEBRATED OPERA GLASSES; MARINE GLASSES, AND SPYGLASSES.
No. 8, QUEEN'S ROAD CENTRAL. [611

G. FALCONER & CO.
WATCH AND CHRONOMETER MANUFACTURERS
AND
JEWELLERS.
NAUTICAL INSTRUMENTS, CHARTS AND BOOKS.
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FOR SALE.
AT WHOLESALE PRICES.
SACCONES' SHERRY; PORT.
CLARETS, CHAMPAGNE.
HOCKS, BURGUNDY.
BRANDY, WHISKIES, ALE, STOUT.
MACHINERY, COOKING STOVES.
SCALES, BICYCLES and TRICYCLES.
PAINTS, OILS, VARNISH.
PIANOS, SINGER'S SEWING MACHINES.
Apply to
W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 19th December, 1887. [11

SARAWAK GOVERNMENT NOTIFICATION.

TENDERS will be received up to 9 A.M., on MONDAY, the 16th April, 1888, for RENTING the following FARMS for THREE YEARS, from 1st July, 1888, viz:—
The OPIUM FARM of the Territory of Sarawak, from Tanjong Datu to and inclusive of the Baram River, a distance of 370 miles.
The GAMBLING FARM, from Tanjong Datu to and inclusive of the Sadong River.
The ARRACK FARM, from Tanjong Datu to and inclusive of the Sadong River.
2nd—Tenders must be written in English and forwarded in Sealed Covers addressed to the Honourable the Resident of Sarawak, Kuchin, Sarawak.
3rd—Tenders for each FARM SEPARATELY, and a Tender for the THREE FARM COLLECTIVELY, are required.
4th—The Government does not bind itself to accept the highest or any Tender.
5th—The successful Tenderer or Tenderers will be required to find Security for the due fulfilment of his or their Contracts.
6th—For further information apply to A. L. JOHNSTON & Co., Agents in Singapore for the SARAWAK GOVERNMENT, or to the RESIDENT OFFICE, Kuching, Sarawak.
F. O. MAXWELL,
Administering the Government.
Resident's Office,
Kuching, Sarawak, 1st January, 1888. [202

BOWRINGTON FOUNDRY, EAST POINT, HONGKONG.
A. G. GORDON & Co.
A. G. GORDON & Co. are prepared to undertake every description of ENGINEERING and SHIP-BUILDING WORK, both afloat and ashore, on most reasonable terms.
PUNCTUALITY AND FIRST CLASS WORKMANSHIP GUARANTEED.
ESTIMATES FURNISHED FOR THE CONSTRUCTION OF STEAM LAUNCHES, REPAIRS TO THE ENGINES AND BOILERS OF STEAMERS, CASTINGS, &c., &c., &c.
Hongkong, 1st January, 1888. [41

FOR SALE.
GERMAN BEER.
BRAUEREI "ZUR EICHE," KIEL
$7.25 per Case of 4 Dozen Quarts.
9.00 " 8 " Pints.
EDUARD SCHELLHASS & CO.
Sole Agents,
Hongkong and China.
Hongkong, 29th November, 1887. [471

J. AND R. TENNENT'S ALE AND PORTER.
DAVID CORSAR & SONS'
MERCHANT NAVY
NAVY BOILED
LONG FLAX
CROWN
CANVAS.
ARNHOLD, KARBERG & Co.
Hongkong, 15th June, 1888. [603

MITSUI BUSSAN KAISHIA.
SOLE AGENTS FOR
THE MIIKE COAL MINE.
BUNKER COALS can be supplied to any Steamer lying in the harbour or coming alongside the KOWLOON WHARF on application to the Undersigned.
Y. FUKUHARA,
Acting Manager.
Hongkong, 19th January, 1888. [105

NOTICE.
FOR the Convenience of Customers, the productions of the "CHINA SUGAR REFINING COMPANY, LIMITED", can henceforward be obtained by RETAIL, FOR CASH, at No. 4, PEEL STREET, at the same prices as at the Refinery; or Retail orders will be delivered at addresses in town on applicants forwarding their monthly requirements in writing direct to the Refinery at East Point.
JARDINE, MATHESON & Co.,
General Agents.
Hongkong, 27th July, 1887. [24

Intimations.

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

NOTICE is hereby given that all Vessels discharging Bombay Cotton and Cotton Yarn, at the Kowloon Wharves will have free storage for 14 days from arrival, after which a RENT of 3 Cents per Bale per Month will be charged.
ISAAC HUGHES,
Secretary.
Hongkong, 7th November, 1887. [32

CANTON INSURANCE OFFICE, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1887.

CONTRIBUTORS to the above Office are requested to furnish the Undersigned with a List of their Contributions for the year ending 31st December, 1887, in order that the Distribution of BONUS may be arranged. Returns not rendered prior to the 31st day of March instant, will be adjusted by the Office, and no Claims or Alterations will be subsequently admitted.
JARDINE, MATHESON & Co.,
General Agents,
CANTON INSURANCE OFFICE, LIMITED.
Hongkong, 1st March, 1888. [252

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in a Statement of Business Contributed during the Half-Year ended 31st December, 1887, on or before the 31st inst., on which date the Accounts will be closed.
By Order of the Board of Directors,
D. GILLIES,
Secretary.
Hongkong, 15th March, 1888. [306

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS, No. 34.

JUNK SUNK OFF LINTIN ISLAND.

NOTICE is hereby given that a large Junk lies sunk in 3½ fathoms North East of Lintin Island; distant about 3 miles.
High peak of Lintin bears S. 27° 30' W.
Fan-si-ak N. 51° W.
Sui-chan Pagoda North.
A red flag will be hoisted by day and a red light exhibited at night, until removal.
The above bearings are Magnetic.
J. H. MAY,
Harbour Master.
Approved:
FRANCIS W. WHITE,
Commissioner.
Custom House,
Canton 26th March, 1888. [347

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS AND LUMBER ALWAYS ON HAND.
L. MALLORY,
Proprietor.
Hongkong, 24th June, 1887. [631

Insurances.

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL TAELS 600,000, EQUAL TO $833,333.33
RESERVE FUND $240,000.00

BOARD OF DIRECTORS.
LEE SING, Esq. LO YEUK MOON, Esq.
LOU TSO SHUN, Esq.

MANAGER.—HO AMEI.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the world.
HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 17th December, 1885. [877

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED.....$1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.
WOO LIN YUEN,
Secretary.
HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.
Hongkong, 1st February, 1888. [150

Notices of Firms.

NOTICE.

MR. M. GROTE has this day been admitted a PARTNER in our Firm.
CHATER & VERNON.
Hongkong, 1st January, 1888. [53

To be Let.

TO BE LET,
Unfurnished with Tennis Court.
NO. 5, Richmond Terrace, a FOUR-ROOMED HOUSE, with Three Bath Rooms.
No. 6, Richmond Terrace, a SIX ROOMED HOUSE, with Three Bath Rooms.
A New Story has just been added to the Servants' quarters of both houses.
Apply to
JOHN WILLMOTT,
Hongkong Dispensary.
Hongkong, 27th January, 1888. [131

TO LET.

ROOMS in "COLLYER CHAMBERS," GODOWN in ICE HOUSE LANE, lately occupied by Messrs. BUTTERFIELD & SWIRE, from the 1st May.
Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 3rd February, 1888. [13

TO LET.

A COMMODIOUS Suite of OFFICES in the ICE HOUSE BUILDINGS.
Apply to
G. C. ANDERSON,
14, Praya Central.
Hongkong, 22nd March, 1888. [332

Printed and Published by ROBERT FRASER SMITH.

numerous pedestrians who, every evening, may be observed returning from the locality, dejected and troubled in facial expression, from a vain quest after the simple enjoyments of *evening* life.

The question of sending the Naval Yard over to Kowloon or to Stonecutters', I will not discuss at present, although the ships and the yard would be quite as handy for their purposes of existence, and in a much more sheltered position from typhoon winds than they are at present.

I am, Sir,
Yours faithfully,
M.

Hongkong, March 31st, 1888.

NEWS BY THE FRENCH MAIL.

The Messageries Maritimes Co.'s steamer *Melbourne*, Capt. Lequerré, with the French mail of February 24th, arrived in harbour yesterday afternoon. We take the subjoined items from the *London and China Express*:—

The French transport *Canton* left Toulon on the 20th inst. for Cochin-China and Tong-King. She has 265 civil and military passengers, and will embark 800 troops at Algeria.

The many friends of Archdeacon Gray, formerly of Canton, will hear with regret that he recently broke his left arm. The Archdeacon has been spending most of the winter in Brussels, and had the misfortune to slip on the ice. We are glad to say that he has progressed well, and is now out of the doctor's hands, though his wrist and hand remain somewhat stiff.

The steamer that was launched from Messrs. Robert Thompson and Sons, Southwick-yard, Sunderland, on the 13th inst., as reported in our last issue, for the Nippon Yusen Kaisha (Japan Mail Company), Tokio, was named the *Miike Maru*, and the following are her dimensions:—Length, 331½ feet; breadth, 42 feet; depth, 28½ feet. This is the fifth steamer that this firm have built for the same owners.

We learn that Mr. Wharton Barker, who it will be remembered was the principal on whose behalf the so-called Count Mitkiewicz went to China, is shortly going to Russia. Mr. Barker holds the rank of a Russian Admiral, conferred on him for services rendered to the Russian Government. It is likewise stated that Mr. Barker may visit the East, possibly, we presume, with a view to reviving the negotiations of his agent. We shall see with what success.

At the annual meeting of the Glasgow shipowners, held on the 21st inst., the chairman, Mr. Alexander Allan, of the Allan Line, said the slight spurt towards the end of last year had gone off, and earnings had become most unremunerative. When ships now building were ready the shipping trade would be further depressed, and there was no inducement to go in for further tonnage. He believed before the end of the year there would be a collapse in shipbuilding.

The market for China Tea shows no improvement, and it would seem prices for lowest kinds do not increase the volume of business, a clear proof that this stuff is too common for home consumption. The higher grades are in small compass; prices are quoted nominal at 1s. 6d. to 2s., and at this range prospects for next season's yield do not appear to bear out the gloomy views entertained of late. For Indian Tea the demand does not abate. Ceylon Tea is still disappointing, as quality is not maintained. Larger supplies will be coming forward the next month or two.

It is reported that several of the 9·2 inch guns of 22 tons weight and upwards have recently failed during proof at the Royal Arsenal butts, from splitting their tubes or jackets under the ordeal, and that a 12-pounder was destroyed a few weeks since. These failures, if true, and the recent bursting of a 10-inch 38-ton gun, seem to denote either the mode of construction, the steel used, or the system of rifling, is in fault. These serious mishaps to our new breech-loading guns calls for searching inquiry before proceeding further with the present costly reconstruction of our weapons.

The twin-screw cruiser *Porpoise*, recently commissioned by Commander White for the China Station, has been put through a series of runs on the measured mile in Stokes Bay for the information of the Construction Department at the Admiralty, as to her curves of efficiency. Mr. W. H. Gard, of the Controller's Department, represented the Director of Naval Construction, while Fleet Engineer Cartmel superintended the trial on behalf of the Steam Reserve. Four series of runs were made under as many degrees of power—viz., 600, 1,200, 2,500, and 3,500-horse. With forced draught the engines of the *Porpoise* are capable of developing 4,000-horse, but they were not driven beyond the contract power, which was easily obtained. The trials were very successful. The highest power gave a speed of 15·7 knots. Before proceeding to her station the cruiser will be subjected to further torpedo tests.

On the 16th inst. there cleared from Middlesbrough for Japan the *Anshin Maru*, the pioneer steamship of a fleet of sixteen steamers which is to be constructed in England for a Japanese syndicate interested in the development of the Japanese trade, and which will, without doubt, have an appreciable effect on the export trade of Middlesbrough to Japan, which has made considerable advances in the last couple of years. The *Anshin Maru* has been built from the designs of Mr. Pearson, of Messrs. Pearson and Toovey, of Newcastle, whose residence in Japan has furnished him with a knowledge of what is necessary to meet the requirements of the Japanese. Mr. Pearson is the consulting engineer and representative in England of the syndicate, and there seems reason for hope that, though the first steamer of the fleet was built in Dundee, some of the others may be constructed on the Tees. On the 16th inst. a party of gentlemen accepted the invitation of Messrs. T. A. Bulmer and Co., and inspected the new steamer; and in proposing good luck to the *Anshin Maru*, Mr. Pearson said that he did not know what Middlesbrough's exports were, compared with London or Glasgow, but in looking into the matter he found that of 1,000 tons of machinery, stock, and plant, he had shipped for the syndicate during the last two months, fully two-thirds had gone from Middlesbrough, and he had special reasons to believe that during the present year the exports in that direction would show a decided increase on those of previous years. The Japanese were purchasing all kinds of complicated machinery from this country, among their latest orders being machines for rice polishing, cotton-spinning, icemaking plant, hemp rope manufacturing machinery, and brewing plant. In the course of the remarks made, it was stated that if there was warehouse accommodation at Middlesbrough for light goods, such as the products of the Leeds and Bradford mills, &c., there would speedily be developed a largely increased trade with Japan and the East, not only in those goods, but also in the iron and steel, and Middlesbrough would be a more advantageous point for the manufacturers of Leeds and Bradford to ship their goods than Liverpool. The *Anshin Maru* takes out a small cargo of pig iron and machinery to Japan, and there have been other shipments to the same country from the Tees.

LATE TELEGRAMS.

LONDON, March 1st.

The Scotsman publishes what it alleges to be the Edinburgh police record which, it claims, exposes Mrs. Gordon Baillie, who is the daughter of a Dundee laundress, and has been "wanted" several times for defrauding tradesmen, and was once sentenced to nine months' imprisonment in Dundee gaol.

Later.

The Scotch police have exposed the swindling career of Mrs. Gordon Baillie, who was the promoter of a scheme for the emigration of Scotch crofters to Australia and Tasmania. She returned to London at the end of last year, and announced that she had secured large tracts of land and a seahold in Tasmania, and commenced collecting subscriptions and lecturing. The *Pall Mall Gazette* published her portrait, and a report of an interview with her. Several philanthopists have been deluded in a similar manner, including Bishop Sandford. She visited crofter prisoners in the Edinburgh gaol and won their confidence, also that of the Lord Provost, Professor Blackie and others. The exposure, which is undenied, has, it is alleged, prevented a gigantic swindle. The real name of the woman is Mary Ann Bruce Sutherland, who left her home in 1869, and travelled in Europe. In course of time she returned to Dundee, and was sentenced to nine months' imprisonment. She returned to London afterwards, and was, it is alleged, mixed in a variety of frauds, and lived with various men. She must be well-known in Melbourne.

Bishop Moorhouse, speaking at Manchester, stated that if the plains in Victoria were well irrigated, three millions in population could be supported, and the colonising would be to the mutual advantage of both the Imperial and the Colonial Governments.

M. Daniel Wilson, son-in-law of ex-President Grevy, has been sentenced to two years' imprisonment and fined 3000 francs, and deprived of civil rights for five years, for his participation in the French decoration scandals. Ribaudeau was sentenced to eight months, and Dubrevil to four months, for complicity in the recent decoration scandals. Madame Ratazzi was acquitted.

Captain Strachan, the New Guinea explorer, has had an interview with Lord Knutsford, who gave a promise to favor his claims to land in New Guinea. Sampson Low & Co., the well known publishers, will shortly publish Captain Strachan's adventures.

March 2nd.

The football team, now in course of organization for an Australian tour, will include, besides the names of those already published, Messrs. Seddon, Inglis, and Thomas, Internationals; Haslam and Mathers, of Yorkshire, and Dr. Smith, Association International.

Sir James Fergusson announces that no fresh agreement between the Powers interested in Samoa, has been arrived at, but that the rights of British subjects are unimpaired.

The *Lancet* notes the omission of bulletins concerning the Crown Prince of Germany, and says that such indicates that the Prince is dying for his condition is worse.

340,000,000 worth of New Panama bonds have been issued.

BERLIN, March 9th.

During the last hours of the Emperor William he strongly advised Prince William to adopt the most amicable attitude possible towards the Czar; he conversed with those around him repeatedly, and in a most touching manner throughout the night, the final collapse taking place at 7 a.m. Prince Bismarck General Von Moltke, and the relations of the Emperor were standing around the couch on which he expired peacefully at 8.30 a.m.

PAGAN, March 9th.

On the morning of the 8th March Lieut. Rainey, and Police Commandant Pagan, with 18 mounted Military policemen, acting on information received, surrounded a dacoit village eight miles from Toungbin. The dacoits who were armed with guns and dahs under Boh Nga Moung, escaped into the jungle; they were pursued by the police; Lieut. Rainey being far in advance of his men; when he came upon a Boh in a ravine armed with a dah, Lieut. Rainey's revolver missed fire, and a severe hand to hand duel with sword and dah followed, but ultimately the Boh was severely wounded and disarmed, but not till he had inflicted a dah cut on Lieut. Rainey's thigh, and another on his finger; the Boh was thought to be dead, but on arrival of a policeman he quickly jumped up and collared the policeman's rifle, but before he could use it, he was overpowered by the wounded officer. The rest of the gang escaped. Lieut. Rainey and the Boh were brought into Pagan this morning, the former is doing well.

LONDON, March 9th.

In the House of Commons Mr. Goschen brought forward his motion for the conversion of new three per cent Consols to 2¾ per cent Stock, descending in fifteen years to ½ per cent, which would be guaranteed for twenty years. The holders of 3 per cents and reduced 3 per cents have the option of joining in, and their assent will be assumed unless they have signified their dissent by March 29th. The dividends will be paid quarterly. A saving will accrue to the revenue of £1,400,000, and after 14 years £2,800,000.

BOKHARA, March 9th.

The first train of the Trans-Caspian line reached here to-day.

LODNON, March 10th.

Owing to the Emperor's decease the fêtes held to commemorate the silver wedding of the Prince and Princess of Wales have been considerably curtailed. Numberless presents and expressions of loyal congratulations were sent by the inhabitants of London and the United Kingdom. The Queen, in person, paid a visit of congratulation to Marlborough House and remained there to a banquet held in the evening, at which the Royal Princes, members of the Royal Family and various foreign royalties were also present. In celebration of this event London was gorgeously illuminated.

BERLIN, March 12th.

The Emperor arrived at midnight. He does not appear to have suffered from the journey. Great enthusiasm was displayed along the route, despite a heavy snowstorm. The Emperor immediately proceeded to the room where the body of his father lay, which, soon after, was conveyed to the Cathedral under an escort of cavalry, Prince Wilhelm and other members of the royal family following and forming a most imposing pageant.

NEW YORK, March 12th.

The markets are closed on account of a heavy snowstorm; business is at a standstill.

CALCUTTA, March 12th.

The Chinese Government has recalled its Resident at Lhassa, as a mark of displeasure at the failure of the Thibetans to withdraw their troops from Lingtu.

ST. PETERSBURG, March 12th.

The whole of the Russian army has gone into mourning for one month. The Colonelcy held by the late Emperor has been transferred to Emperor Frederick III.

BERLIN, March 12th.

A bulletin issued to-day regarding the Emperor's health reports very favourably and says his condition now is such that it is announced that no more regular bulletins will be issued. Recent events have overtaxed the powers of the Chancellor (Prince Bismarck) who has been ordered to abstain entirely from business of any kind.

The funeral of the late Emperor William has been fixed for Friday; the body of the illustrious dead will be deposited in the Mausoleum at Charlottenburg.

The Emperor Frederick III, on succeeding to the throne of Germany, has issued a proclamation in which after deploring the death of his late father, he eulogizes the character of the late Emperor, saying he had been the man who brought about the unity of Fatherland. He goes on to say that he would continue to carry out the work initiated by the late Emperor William and endeavour to make Germany the centre of peace, and foster the welfare of the country. The Emperor also addressed a decree to Prince Bismarck, which declares the leading points of the policy he intends to pursue; amongst the foremost is the steadfast upholding of the constitution, avoiding changes of the State officials, to satisfy the wants of the nation, the best guarantee for which is to uphold the military strength of the nation, to uphold religious toleration, to promote economical prosperity among all classes, to extend education, to support financial reforms, and to fight against any tendency to extravagance. The Emperor, in closing, suggests the advisibility of holding an enquiry into the system of taxation pursued by various federal States.

ST. PETERSBURG, March 13th.

The *St. Petersburg Messenger* regards the journey of the Tsarewitch to Berlin as a pledge that a continuance of close friendship between Russia and Germany is necessary for the mutual welfare of both and for the prevention of international troubles.

BERLIN, March 13th.

Prince Bismarck has written a letter of thanks to Count Kálnoky, conveying his appreciation of the sympathy expressed by Austria, and his belief in the indissolubility of the friendship existing between the rulers and people of the Austrian and German nations. This letter has elicited a most cordial reply from Count Kálnoky.

LONDON, March 13th.

The Prince of Wales, Prince Albert Victor of Wales and the Duke of Cambridge have proceeded to Berlin.

BERLIN, March 14th.

The official programme of the funeral of the late Emperor William has been issued. The Emperor Frederick will follow the coffin, it is believed. The German doctors forbid this, and Sir Morell Mackenzie is urging the Emperor to spare his strength. After the ceremony the Emperor Frederick will address a message to the Diet, in which he promises to observe the rights, rules, and privileges of the constitution. His taking the formal oaths will be postponed until his health has improved.

ST. PETERSBURG, March 14th

The Russian press reviewing the Proclamation of the Emperor Frederick, dwells on its pacific tone and predicts therefrom a consolidation of universal peace.

LONDON, March 14th.

In the House of Commons last evening Mr. Slagg, Member for Burnley, drew attention to the frontier policy of the Government of India which he declared is already producing grave financial difficulties, leading to the increased taxation and extension of sale of intoxicating liquors to the great and permanent injury of the people; his motion was defeated by 122 against 72 votes after it had been found necessary to apply the closure. Lord Randolph Churchill spoke at considerable length in defence of our frontier policy as applied to Burmah, which has already shown a noticeable increase in the security of property and prosperity of the people. The financial position of India was very grave indeed, and it required the most careful consideration and exercise of the most rigid econmy necessary, in his opinion, in order to avoid bankruptcy. Mr. Gorst denied that there was any ground for alarm in the increase of traffic in spirituous liquors. Sir James Fergusson in reply to a question, said that the Government had no intention of crossing the frontier, and denied that any steps taken towards strengthening our line was to menace any other power.

March 16th.

In the House of Commons last night the Bill to allow for a solemn affirmation to be substituted for oaths, was read a second time with a majority of a hundred.

AMOY.

(FROM OUR CORRESPONDENT)

Amoy, 28th March, 1888.

Hamilton's Musical Bouquet and Comedy Company arrived here from your port last Saturday and have since given two entertainments at the Club Theatre to pretty fair audiences and with considerable success. The Company quickly got on terms with the audience, especially Miss Maggie Ford, who soon became a popular favorite. It is Mr. Hamilton's intention to give two more performances, one to-night and another on Saturday, in addition to what is a novelty in Amoy, a smoking concert for gentlemen, which will take place to-morrow and ought to prove a success.

Mr. R. Home Cook, the popular agent at this port of the Hongkong and Shanghai Bank, leaves here to-day by the Douglas Co's steamer *Haitan*, accompanied by Mrs. Cook and family, for a well deserved holiday. Mr. J. F. Broadbent assumes charge of the Bank's agency.

Apropos of the *Haitan*, that vessel has been detained outside since Sunday, doubtless owing to heavy fogs. Fears were beginning to be entertained that she had met with some accident, and it was quite a relief when she was signalled early this morning.

MRS. LANGTRY ON DRESS.

The report of a long interview with Mrs. Langtry on the subject of dress appears in a New York evening paper. "The Lily" says that she is distressed at the slavishness with which ladies adopt any particular style of garment regardless of differences in the figure. Worth makes a tight-fitting jacket and before you would think it possible everybody from Paris to San Francisco is wearing short, tight-fitting coats, and nine out of ten are looking like guys. Then, every dress has the same sized hay-bag, regardless of the size of the wearer. "Oh, sometimes when I go by the shop-doors and see "Langtry" bustles rattling in the wind, or even hanging in the windows, I just long to put my head out of the window and tell everybody not to believe a word of it."

Mrs. Langtry says that she does not want more than one dress or bonnet made on the same model. "I am one of those unlucky women who are never quite sure how they are going to look in an hour's time, and it always quite upsets me to feel blue and unhappy and to know that the gown I have on is just the one I ought not to wear. I do not like to see women with a bustle on as big as a puritan. I object to the bustle on general principles. My ideal dress is a thousand times more clear in my mind, as far as the back of it is concerned, than at the front. It is made so that the long, graceful curve of the back, from the nape of the neck to the broadest part of the hips, is clearly indicted, if not defined. From there the skirt falls to the ground, not full enough to be clumsy, nor yet scant enough to be round, but just full enough and long enough to follow the wearer and not go with her. There has never been anything so prettily made for a woman's foot since I have known anything of such matters, as the bronze slipper and bronze silk stocking. To me they are the most thoroughly feminine things in the world."

Concerning her own dresses Mrs. Langtry says: "Of course I am a tall woman, not a large woman, and of course I spend more money on my clothes than a great many women care to, or could. With me I have to do so; but it certainly seems just the same, as if every woman who has any time for dress at all, ought to study herself and know herself from top to toe. I really think I know every line of my body, and can tell in a minute just what I can or cannot wear, and I am sure the time it has cost me has been a cheap investment."

MOTHER SEIGEL'S

OPERATING PILLS,

FOR

CONSTIPATION,

SLUGGISH LIVER, &c.,

Unlike many kinds of cathartic medicines, do not make you feel worse before you feel better. Their operation is gentle, but thorough, and unattended with disagreeable effects, such as nausea, griping pains, &c.

SEIGEL'S OPERATING PILLS are the best family physic that has ever been discovered. They cleanse the bowels from all irritating substances, and leave them in a healthy condition.

The best remedy extant for the bane of our lives—constipation and sluggish liver.

These Pills prevent fevers and all kinds of sickness, by removing all poisonous matter from the bowels. They operate briskly, yet mildly, without any pain.

If you take a severe cold, and are threatened with a fever, with pains in the head, back, and limbs, one or two doses of SEIGEL'S OPERATING PILLS will break up the cold and prevent the fever.

A coated tongue, with a brackish taste, is caused by foul matter in the stomach. A few doses of SEIGEL'S OPERATING PILLS will cleanse the stomach, remove the bad taste, and restore the appetite, and with it bring good health.

Oftentimes disease, or partially decayed food, causes sickness, nausea and diarrhœa. If the bowels are cleansed from this impurity with a dose of SEIGEL'S OPERATING PILLS, these disagreeable effects will vanish, and good health will result.

SEIGEL'S OPERATING PILLS prevent ill-effects from excess in eating or drinking. A good dose at bedtime renders a person fit for business in the morning.

These Pills, being Sugar-coated, are pleasant to take. The disagreeable taste common to most pills is obviated.

FOR SALE

BY ALL CHEMISTS, DRUGGISTS, AND MEDICINE VENDORS.

PROPRIETORS:

A. J. WHITE, LIMITED,

—*Advt.*] LONDON, ENG.

CHINA COAST METEOROLOGICAL REGISTER.

30th March, 1888.—At 4 p.m.

STATION	Barometer Red. to 32° Level & Fahr.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rainfall in 24 hours.
Wladivostock	29.65	35	—	SE	3	0	—
Tokio	30.18	—	—	S	1	—	—
Nagasaki	30.00	—	—	E	1	0	0.17
Shanghai	30.10	53	90	NW	1	0	—
Amoy	—	—	—	—	—	—	—
Hongkong	29.99	67	91	E	3	0	—
Haiphong	29.90	72	83	S	2	0	—
Bolinao	29.93	87	—	W	1	0	—
Manila	29.90	91	46	ESE	0	0	0.04

31st March, 1888.—At 10 a.m.

STATION.	Barometer Red. to 32° Level & Fahr.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rainfall in 24 hours.
Wladivostock	29.86	38	100	SE	1	0	0.08
Tokio	31.16	—	—	—	—	—	—
Nagasaki	30.02	—	—	NNE	0	—	—
Shanghai	30.24	50	93	N	2	0	—
Amoy	—	—	—	—	—	—	—
Hongkong	30.12	70	84	ENE	3	0	0.43
Haiphong	30.00	71	87	ENE	2	0	—
Bolinao	29.97	85	—	E	0	0	—
Manila	30.01	82	71	W	0	0	—

The barometer has risen and gradients are moderate for east winds. Cloudy, warm and damp weather prevails.

—Barometer reduced to level of the sea in inches, tenths and hundredths. 2—Temperature in the shade in degrees, Fahrenheit. 3—Humidity in percentage of saturation, the humidity of air saturated with moisture being 100. 4—Direction of the wind to two points. 5—Force of the wind according to Beaufort scale. 6—State of the weather, *a* Blue sky, *b* Detached clouds, *d* Drizzling rain, *f* Fog, *g* Gloomy, *h* Hail, *l* Lightning, *o* Overcast, *p* Passing showers, *r* Squally, *s* Rain, *t* Snow, *v* Thunder, *w* Visibility, *x* Dew (wet). 7—Rain in inches, tenths and hundredths.

W. DOSSENE.

Hongkong Observatory, March, 31st, 1888.

HONGKONG TEMPERATURE.

(From Messrs. FALCONER & Co.'s Register.)

	TO-DAY.
Barometer—9 A.M.	30.06
Barometer—3 P.M.	30.03
Barometer—8 P.M.	—
Thermometer—6 A.M.	68
Thermometer—12 Noon.	70
Thermometer—3 P.M.	71
Thermometer—8 P.M.	67
Thermometer—6 A.M. (Wet bulb)	65
Thermometer—9 A.M. (Wet bulb)	—
Thermometer—3 P.M. (Wet bulb)	—
Thermometer—8 P.M. (Wet bulb)	65
Thermometer—Minimum (over night)	—

To-day's Advertisements.

THEATRE ROYAL,

CITY HALL, HONGKONG.

THIS EVENING,

the 31st March, 1888.

THE FIFTY-EIGHTH LILY MINSTRELS

WILL GIVE THEIR

FOURTH PERFORMANCE OF THE SEASON,

Under the Distinguished Patronage of His Excellency Major-General CAMERON, C.B., Commanding Troops in China and Straits Settlements, and COL. ANDERSON and OFFICERS, 58th Regiment,

WHEN A BLACK AND WHITE ENTERTAINMENT WILL BE GIVEN.

PART I.

Will consist of the Old American Style of days gone by, when the LILYS will form their Merry Circle.

INTERVAL;

After which will follow a Grand Selection of Varieties, viz.:—

Duets, Comic and Sentimental Song's, Sea Song's, Ballads, Variety Step Dancing, &c.

The whole to conclude with a New Comic Finale, by the Company, entitled, "The Christening of the little Nigs."

PRICES OF ADMISSION:—

Dress Circle $2.00

Stalls 1.00

Soldiers and Sailors in Uniform to Stalls. Half-price.

Doors open at 8.30, to commence at 9 P.M.

Chairs may be ordered for 11.20 P.M.

Tickets can be obtained at Messrs. KELLY & WALSH'S, LIMITED, where a plan of the House can be seen.

The Regimental Band will be in attendance.

LIEUT. E. O. SMITH,
Hon. Treasurer.

Hongkong, 31st March, 1888. [351

STEAM TO BOMBAY, VIA STRAITS.

THE P. & O. S. N. Co.'s Steamship

"KASHGAR"

will leave for the above places on THURSDAY, the 5th April, at 3 P.M.

E. L. WOODIN,
Superintendent.

Hongkong, 31st March, 1888. [357

STEAM TO YOKOHAMA AND KOBE.

THE P. & O. S. N. Co.'s Steamship

"ZAMBESI"

will leave for the above places on SATURDAY, the 7th April, at DAYLIGHT.

E. L. WOODIN,
Superintendent.

Hongkong, 31st March, 1888 [3

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, BRINDISI, AND TRIESTE.

(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, BLACK SEA, LEVANT, and ADRIATIC PORTS).

THE Company's Steamship

"POSEIDON,"

Captain S. Mersi, will be despatched as above on TUESDAY, the 12th of April, at NOON.

For further Particulars regarding Freight and Passage, apply to the Agency of the Company, Praya Central.

O. BACHRACH,
Agent.

Hongkong, 31st March, 1888. [360

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL, AND SINGAPORE.

THE Company's Steamship

"KAISOW"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the Godowns, of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before NOON, on the 5th proximo, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 5th prox., will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 P.M., TO-DAY.

Bills of Lading will be countersigned by

ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, 30th March, 1888. [356

IN THE MATTER of the Petition of EDWARD WILLIAM SURRELL, JUNIOR, Civil Engineer, of New York, in the United States of America, for LETTERS PATENT for the exclusive use within the Colony of Hongkong of an invention for

(1).—"Process and Machinery for Reeling Silk from the Cocoon" and

(2).—"Improvements in automatic Silk Reeling Machines."

For which Her Majesty's Royal Letters Patent have been duly granted in England.

NOTICE is hereby given that the necessary Petitions, Specifications, Declarations, and Drawings required herein by Ordinance No. 14 of 1862 have been duly filed in the Office of the Colonial Secretary of Hongkong, and that it is the intention of the said WILLIAM WOTTON, his duly authorized Attorney, to apply at the sitting of the Executive Council hereinafter mentioned for LETTERS PATENT for the exclusive use within the said Colony of Hongkong of the said Inventions

AND

NOTICE is hereby also given that a sitting of the Executive Council, before whom the matter of the said Petitions will come for decision, will be held in the Council Chamber at the Government Offices, Victoria, Hongkong, on the 5th day of April, at 11 A.M.

WOTTON & DEACON,
Solicitors,
Hongkong.

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THE EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH COMPANY, LTD.

THE GREAT NORTHERN COMPANY OF COPENHAGEN.

THE CABLE TO MACAO will henceforth be open on SUNDAYS from 9 A.M. to 11 A.M. and from 4 P.M. to 5 P.M.

WATTER JUDD,
Manager in China.

Hongkong, 31st March, 1888. [359

To-day's Advertisements.

NAVIGAZIONE GENERALE ITALIANA (FLORIO AND RUBATTINO UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG AND BOMBAY, having connexion with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES (LEGHORN) and GENOA; all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO. Taking Cargo at through rates to PERSIAN GULF and BAGDAD.

THE Company's Steamship

"STURA,"

Captain Caboara, will be despatched as above on SATURDAY, the 7th April, at 10 A.M.

At Bombay the Steamers are discharging in Prince's Docks.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & Co.,
Agents.

Hongkong, 31st March, 1888. [355

Intimations.

BANK HOLIDAYS.

IN accordance with Ordinance No. 6 of 1875, the Undermentioned BANKS will be CLOSED for the Transaction of Public Business on MONDAY, the 2nd April (EASTER MONDAY).

For the CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA,

JOHN THURBURN,
Manager, Hongkong.

For the CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA,

T. H. WHITEHEAD,
Manager, Hongkong.

For the HONGKONG & SHANGHAI BANKING CORPORATION,

T. JACKSON,
Chief Manager.

For the COMPTOIR D'ESCOMPTE DE PARIS,

J. ARRANGER,
Acting Agent.

For the NEW ORIENTAL BANK CORPORATION, LIMITED,

E. W. RUTTER,
Manager, Hongkong.

Hongkong, 27th March, 1888. [346

HONGKONG RIFLE ASSOCIATION.

THE FIFTH PRIZE MEETING will be held at Kowloon, on

MONDAY,

the 2nd April, 1888.

For Members and All Comers over $1,200 will be given in Prizes.

The SHOOTING will commence at 10 A.M.

Programmes and Entry Forms can be obtained from the Undersigned on and after MONDAY, the 26th March, 1888.

A. SHELTON HOOPER,
Hon. Secretary.

Hongkong, 20th March, 1888. [324

THE HONGKONG AMATEUR ATHLETIC SPORTS.

TO BE HELD ON THE CRICKET GROUND, on

SATURDAY,

the 7th April.

The following is the list of Events, viz.:—

1.—100 YARDS FLAT RACE, ... 2 prizes.
2.—PUTTING THE SHOT, (from the shoulder) ..... 1 "
3.—120 YARDS HANDICAP, ... 2 "
4.—HIGH JUMP, ... 1 "
5.—QUARTER MILE FLAT RACE, ... 2 "
6.—ONE MILE WALKING RACE, ... 1 "
7.—THROWING CRICKET BALL, ... 1 "
8.—POLE JUMPING, ... 1 "
9.—SOLDIERS' HALF MILE RACE, ... 3 "
10.—HALF MILE RACE, (Handicap), ... 2 "
11.—120 YARDS HURDLE RACE, ... 2 "
12.—BOYS' RACE, 100 YARDS (Handicap) for Boys under 10, open to all, ... 3 "
13.—VETERANS' FLAT RACE, 120 YARDS (Handicap). Open to all, 35 years old and of 10 years residence in India, China, or the Tropics, ... 2 "
14.—LONG JUMP, ... 1 "
15.—THREE-LEGGED RACE, ... 1 "
16.—SMALL GIRLS' RACE, (Handicap) under 7 years ..... 3 "
17.—220 YARDS FLAT RACE, (Handicap) ..... 2 "
18.—BICYCLE RACE—One Mile—(Handicap) 3 to enter or no Race 1 "
19.—ONE MILE FLAT RACE, ... 2 "
20.—CONSOLATION RACE, ... 1 "
21.—INTERNATIONAL TUG-OF-WAR, (no sitting down) ..... 1 "

With the exception of events No. 9, 12 and 16, the above are open to all Gentlemen Amateurs who are members or visitors of the HONGKONG CLUB, CLUB GERMANIA, LADIES RECREATION CLUB, HONGKONG CRICKET CLUB, VICTORIA RECREATION CLUB, and also to commissioned Military and Naval Officers.

Intending competitors are requested to send in their entries (on the proper forms, which can be obtained at the HONGKONG CLUB, CRICKET CLUB PAVILION, V. R. C., Messrs. KELLY & WALSH, Messrs. LANE, CRAWFORD & Co., and Messrs. FALCONER & Co.) to the Hon. Secretary, not later than SATURDAY, the 31st inst., on which date entries close.

CHAS. H. THOMPSON,
Hon. Sec.

Hongkong, 31st March, 1888. [315

NOTICE.

NOTICE is hereby given, that if the sums mentioned in Schedules *A* and *B* of Ordinance No. 11 of 1888, copies of which have been posted up in the Supreme Court and published in the *Government Gazette* of the 17th March, 1888, are not CLAIMED within six months, from date hereof, they will be paid over to the GENERAL REVENUE of the Colony.

The sums mentioned in Schedule C to the said Ordinance, a copy of which has been posted and published, will also be paid over to the Treasury if not CLAIMED within one year from the said date.

EDW. J. ACKROYD,
Registrar.

Registry Supreme Court,
Hongkong, 17th March, 1888. [329

A LADY residing in England wishes to have Two or Three Children to EDUCATE with hers.

Careful training, with the advantage of FRENCH and GERMAN TAUGHT in an English home.

Good references required and exchanged.

Apply to

LANE, CRAWFORD & Co.

Hongkong, 27th March, 1888. [348

Intimations.

NOTICE.

A. S. WATSON & CO., LTD.

HAVE JUST RECEIVED THEIR ANNUAL SUPPLY

of

LAWN GRASS SEED

and

SWEET CORN,

for immediate sowing.

THE HONGKONG DISPENSARY.

Hongkong, 2nd March, 1888. [5

The Hongkong Telegraph

HONGKONG, SATURDAY, MARCH 31, 1888.

TELEGRAMS.

(From *Straits Times*.)

BERLIN, March 19th.

The Emperor Frederick is sleeping well; the cold weather prevents him taking exercise.

THE LOCAL GOVERNMENT BILL.

LONDON, March 20th.

In the House of Commons last night Mr. Ritchie introduced a Bill for Local Self-Government.

It provides for the creation of elective County Councils with the fullest local powers, including licensing.

The large towns are to have separate Councils, in all respects like the counties.

London is to be erected into a county, with a Lord-Lieutenant, and the Board of Works is to be abolished.

March 21st.

The Conservative Press condemns Mr. Ritchie's Local Government Bill.

THE HOUSE OF LORDS.

In the Upper House, Lord Rosebery's motion for a Committee to consider the reform of the House of Lords was rejected by 96 votes against 50.

Lord Salisbury approved the creation of life Peers, but deprecated the abolition of hereditary rights.

THE ARMY ESTIMATES.

Lord Randolph Churchill has been appointed Chairman of the Committee on the Army Estimates.

DISASTROUS FIRE IN PORTUGAL.

March 22nd.

The Theatre at Oporto has been burnt during a crowded performance. Eighty bodies have been found, mostly in the galleries. Many persons jumped from the windows.

IRISH AFFAIRS.

Mr. Parnell's Arrears Bill has been rejected by a majority of 85.

"HER GRACIOUS."

The Queen has started for Northern Italy.

THE MEMBER FOR BIRMINGHAM.

Mr. J. Chamberlain has refused the honors offered him by the Government for his services as Commissioner in the Canadian Fisheries Dispute.

ROUMANIA AND BULGARIA.

VIENNA, March 23rd.

The King and Queen of Roumania have arrived at Vienna. The object of their visit is political.

The Bulgarian Government has decided not to reply to the Porte's message.

(From the *Courrier d'Haiphong*).

GENERAL BOULANGER.

PARIS, March 19th.

General Boulanger's candidature has been rejected at the banquets held in celebration of the Commune, and by all the members of the extreme left of the Chamber of Deputies.

March 20th.

M. Paul de Cassagnac has interpellated the Government with regard to General Boulanger. The President of the Cabinet Council stated in reply that he would cause the General to undergo a Court of Inquiry. The interpellation was ended by an order of the day accepted by the Government, and obtained by 349 votes against 93.

TELEGRAPHIC COMMUNICATION WITH TONQUIN.

SAIGON, March 22nd.

A land line has been completed between Cochin-China and Tonquin through Annam. The present rates which are provisional and subject to alterations by the Government, are six cents per word between Cochin-China and Cambodia through Annam, and ten cents between Cochin-China and Cambodia through Tonquin, without a minimum limit; the words to be counted according to the system at present in force in the interior.

LOCAL AND GENERAL.

THERE will be no issue of *The Hongkong Telegraph* on Easter Monday.

THE Spring Meeting of the Fokkien Race Club will take place on May 1st and two following days. Entries close on Saturday next.

WE are informed by the General Managers (Messrs. Jardine, Matheson & Co.) that the Indo-China Steam Navigation Co.'s steamer *Wingsang*, from Calcutta, left Singapore for Hongkong this morning.

THE German cruiser *Carola* left Shanghai for Nagasaki on the 24th inst.

M. CONSTANS, the Governor-General of French Indo-China, left Touron on the morning of the 22nd inst. for Saigon.

THE Russian paper rouble, when the last mail left home, was quoted at the lowest rate ever recorded, being exchangeable at 1s. 7½d., instead of the 3s. 3d. it was once worth.

THIS morning the skipper of a licensed cargo boat was fined $10, by Mr. Wise, for making fast to the French mail steamer *Melbourne* while said vessel was underweigh and approaching her anchorage on the 30th inst.

THE *Courrier d'Haiphong* is informed that on the 4th ulto. a bill was presented at the Chamber of Deputies approving the additional commercial Convention between France and China, which was signed at Peking on the 26th June, 1887.

WE would remind our readers of the entertainment to be given at the Theatre Royal, City Hall, this evening, by the Fifty-Eighth Lily Minstrels. The performance, which promises to be an unusually successful one, will commence at 9 o'clock.

THE Calcutta *Statesman* says that a curious and interesting discovery is reported to have been made in Columba which, if confirmed, will be valuable to surgeons. This is a shrub which is so powerful a hæmostatic, that when a knife is smeared with it, and used for operating purposes, the largest vessels may be severed without any hemorrhage.

SAYS the Foochow *Echo* of the 24th inst.:—We can now confirm the statement made in our last issue referring to the settlement of the Fockoan missionary trouble, on the terms as stated in that paragraph. It remains, however, to be seen if the people of Fockoan are willing to allow the re-building of all the churches burnt, as settled by the Viceroy.

FOR maritime circles it may be interesting to know that investigations have been ordered by the commander-in-chief of the German Navy, to find out the practicability of putting the side-lights of steamers so as to form an angle of seventy-five degrees forward with the top-lantern. Such putting of the signal-lights has been proposed by a member of the Meteorological Office, as by such a position of the lights in future it would be quite easy to make out the course of another steamer at night. For instance, head light and red light perpendicularly together would indicate a course of 75 degrees to the left of the observing vessel.

A FRENCH journalist, M. Lérins, submits the following pertinent judgment of the present strength of the German Navy to his seafaring readers; whether of the mercantile or armed navy of his own nationality:—In 1870 the German Federation could not claim a navy worthy of rank, but she will be able to show a formidable floating force ready for the next European disturbance. Her vessels, if scant in number, are at least fully equipped and suitably armed for the purpose of their several ratings. The German torpedo fleet, by all accounts, is immensely superior in destructive efficiency and trained manning to the tiny "destructors" of the British Navy.

AT the Supreme Court, sitting in Original Jurisdiction, to-day, before Mr. J. Russell, Acting Chief Justice, Mr. E. J. Ackroyd moved for costs on behalf of his clients, Messrs. J. H. Garrels and E. L. Reuter, in the suit lately instituted by U-tz-Wan against them for damages arising out of a false and malicious prosecution. As a verdict was returned in favor of defendants, his lordship reserved the question of costs, basing his decision on some legal points and precedents. The Attorney General, who appeared for the plaintiff, asked his lordship to stay the decision about costs until his client moved for a new trial, which measure he contemplated, but his lordship ruled that the costs should follow the verdict, and he accordingly granted them to the defendants.

THE sudden death of the Rev. Dr. Jellett, Provost of Trinity College, reported in our columns some time since, is said to have caused a very painful sensation in Dublin. He died from blood-poisoning, caused by escape of sewer-gas into his house. It appears that on the 15th February Dr. Jellett was attacked with a sore throat, being the fourth member of the household who had been so attacked, and Dr. Head was called in and prescribed for him. The following day the symptoms were more alarming, and it was then evident that the Provost was suffering from blood-poisoning. On the 18th his arm had become swollen to four times its ordinary size, but he had no sense of pain in it. All that medical science could do for him was done, but his case was hopeless almost from the first. It is a strange comment upon the boasted efficacy of sanitary science that last year a sum of £250 was expended upon the sanitary arrangements of the Provost's house.

IN reply to "A Managing Owner," who wrote to ask if there was any customary rate of demurrage—the result of a collision—for vessels in the Chinese seas, the Liverpool *Journal of Commerce* replies:—At the Hongkong Supreme Court, June 30th, 1874, Mr. Justice Snowden, in a collision case and detention for repairs, reviewed the decision of the Court of Admiralty in the *Black Prince* action (Vol. 1, Dr. Lushington's Report), where fourpence per register ton was awarded. Mr. Justice Snowden considered that that per-centage was too small for the China seas. He said that an ordinary rate was sixpence per ton, and he gave the owners of the *Lydia*, a barque of 374 tons, $32 per ton per day, for estimated loss of ten days' employment. There is no binding rule; nor, does the scale of demurrage fluctuate with the rise and fall of freights. The *Lydia* received 13s. 4d. per ton per day; but if the apportionment in a precisely similar case had been left to the Admiralty Division of the High Court of Justice in London at the present time, the rate would have been about one-fourth.

WE are requested to state that the Band of the 58th Regiment will not play in the Public Gardens to-morrow afternoon.

"OUR learned friend," Mr. Jno. J. Francis, Q.C., arrived here yesterday from Marseilles by the Messageries Maritimes steamer *Melbourne*. Judging from a back view, at a considerable distance off, the learned counsel looks about twenty years younger as a result of his short trip home. There will be "ructions" in the Supreme Court shortly.

THE Tientsin correspondent of the Shanghai *Mercury* writes on March 20th:—There is no further news about the Yellow River. The missionaries lately returned from Shantung say that the water flowing by Wu-ting-fu has very little force and is not much lower than is usual in the winter months. This goes to prove that up to a few days since, when they crossed the Yellow River, nothing can have been done in regard to closing the gaps. Another fortnight will bring down the spring freshets.

PRINCE Henry of Battenberg would appear to be as much at sea on the back of a horse as when he made an ass of himself at Balmoral by exposing his skinny shanks in a kilt to oblige his august mother-in-law. "Bat" was out hunting with the Isle of Wight hounds on Feb. 19th.—Beatrice had given him a day's leave—, when from some cause or other not ascertained he fell off his steed and had to be removed in pieces to Osborne. After being carefully put together it was found that "Prince Beatrice" had severely injured his collar-bone and shoulder-blade. "No more 'unting, 'Enry; not if I knows it," was the loving response of "Bat's" spouse, when Nimrod recovered consciousness and howled for a dish of saur-kraut.

WHAT Hongkong and Nagasaki have been doing for the last ten days that they should receive so much more attention than other places from the "demon of the storm" we are not in a position to say; but certain it is that during the period named they appear to have been the two central foci of gloomy, suicidal weather and heavy rain. Hongkong, in particular, has had its thunder storm now with some regularity for about a week, and on Friday morning,—"Good Friday" at that—the electric fluid, which previously had passed off harmlessly, descended to mother earth in the vicinity of Kowloon, taking away during its passage some of the gable ends or tops of the coal-sheds at a place just immediately under the Government Astronomer's flagstaff. The damage was not serious, though it might have been, if such merchantable commodity as paraffin had been stored there—anyhow we recommend the owners of the sheds to look out for their lightning conductors after this effective warning.

THE following letter has been received by the Liverpool Chamber of Commerce on the subject of the export duly on China tea:—"Foreign Office, Feb. 15, 1888.—Sir,—I am directed by the Marquis of Salisbury to acknowledge the receipt of your letter of the 7th inst. relative to the amount of the export duty on tea from China, and the advisability of an application being made to the Chinese Government for a revision of the tariff established under the treaties with China of 1842 and 1858. I am to request that you will inform the council of the Liverpool Chamber of Commerce that the subject to which they have drawn Lord Salisbury's attention shall be taken into consideration, but that inasmuch as the treaty of June 26, 1858, was not ratified until the signature of the convention of Oct. 24, 1860, the tariff under the former instrument must be considered as having been established at the last-named date only, and it will therefore not be open to Her Majesty's Government to demand a revision of the tariff until the year 1890.—I am, &c., P. W. CURRIE."

VICE-ADMIRAL SIR NOWELL SALMON, V.C., the new Commander-in-Chief on the China Station, arrived here yesterday morning from Manila in the ironclad *Audacious*, which was accompanied by the cruisers *Constance* and *Heroine*, and the sloop *Mutine*, the despatch-vessel *Alacrity* having shown her consorts a clean pair of heels on the run across from the Philippines and being snugly at her buoy when the squadron slowly loomed through the mist which enveloped the Ly-ee-moon Pass. Notwithstanding the depressing influences of fog, rain, thunder and lightning, the customary salutes were indulged in, the *Victor Emanuel* leading the way, followed by the shore battery, and then the Russian corvette *Koreyets* paid the usual compliment to the British Admiral, the flagship responding to each in turn. Admiral Salmon landed this morning at Murray Pier, where a guard of honour of the 58th Regiment was in attendance, and proceeded to pay the customary visit of ceremony to His Excellency the Governor.

IN the *Peking Gazette* of March 8th we find the following:—Ting-an, the newly appointed Commander-in-Chief for Manchuria, has recently arrived in Moukden and has reviewed ten battalions of the troops known as the Sheng-tzû Ying. The men kept good order, moved with regularity, and performed their evolutions skilfully. The Krupp field pieces were also handled with ease and rapidity. The Commander-in-Chief considers that with regular drill the force will certainly prove a most valuable body of troops. He has also had the contents of the military chests, the stores of weapons and the horses of the force all inspected and counted. The money in hand with the muzzle-loaders and breech-loaders furnished by the Admiralty have been distributed among the three Manchurian provinces; and the muzzle-loading rifles belonging to the force itself have been issued to the men for ordinary use. The Mauser rifles and the ammunition corresponding to them have been placed in store and not made use of. These and the other rifles, and the carbines and revolvers in stock have been counted, and the numbers found to be correct. The cavalry and artillery horses were in good condition and none of them missing. The memorialist has ordered a similar inspection to be made in Kirin and Hei-lung Chiang, the results of which he will report to the Throne as soon as they shall reach him.

LI HUNG-CHANG returned to Tientsin from Pau-ting-fu on the 20th March.

WE are informed by the agent of the Austro-Hungarian Lloyd's S. N. Co. that the steamer *Poseidon*, from Trieste, left Singapore for Hongkong this morning.

THE Amoy *Gazette* states that Don Tomas Ortuño, consul-general for Spain at that port, will shortly proceed home on furlough. Mr. Fernando Gomez de Bonilla, consul at Shanghai, will assume charge of the consulate-general at Amoy during Señor Ortuño's absence.

A HAMBURG correspondent says that the Norddeutsche Lloyd at Bremen intends to have a large and fast steamer constructed for the subsidised lines to the Far East. The Vulcan Company at Stettin is said to have got the order for building the new vessel, which will probably be the first of several.

THE Foochow *Echo* states, in reference to the forthcoming race meeting at that port, that "Dunkeld has arrived in the pink of condition." We are glad to learn that the famous sprinter has so quickly shaken off the effects of the troublesome lameness which prevented Mr. Ten Broeck's big chesnut from winning the Hongkong Champions.

THE *Courrier d'Haiphong* reports the arrival at and subsequent departure from Hanoi, of the Chinese Imperial Commissioner Tsing, who had been on a tour of inspection of the Chinese communities at Point de Galle, Singapore, Java and Saigon. The Commissioner is said to have highly praised the manner in which the Chinese subjects were treated by the Government of the Protectorate.

WE note that the Board of the Deutsche Dampfschiffs Rhederie (Kingsin Line), whose steamers are well known in the Far East, has resolved not to distribute a dividend for 1887, but to apply the whole net earnings of the year to writings off. The Company is compelled to do so in order to be able to compete with the subsidised steamers of the Asiatic and Australian line of the Norddeutsche Lloyd.

THE Shanghai *Mercury* publishes the following Chinese telegram from Chinkiang:—4th day, 2nd Moon. The repair of the gap at Ching-chow is impossible. It cannot be completed by the Spring. The water has risen in Wei-sze and Chung-lo, and the water in the city is several feet deep. There is great consternation in the city, as in the third moon the water always rises considerably, and the distress of the inhabitants will be great.

WE note the arrival from Singapore by the Ocean Co.'s steamer *Jason* of Captain Horace Hayes (late of "The Buffs"); a well known authority on sporting matters and author of "Veterinary Notes for Horse Owners," "A Guide to Training and Horse Management in India," "Riding; on the Flat and across Country," and other popular treatises dealing with horses and racing. Captain Hayes has lately been lecturing on and giving instruction in horse management, etc., at Singapore, and we understand that on his return from Shanghai, to which port he will proceed to-morrow, he may probably give a lecture or two in this colony. We trust that this thorough judge of horse flesh and shrewd, practical man of the world, will, as the result of his experiences in Shanghai, give us his views on that wonderful animal the Mongolian race-pony, and that still more wonderful institution, the Shanghai racing world.

THE Paris *Gaulois* has published an article declaring that it has reason to believe that Prince Bismarck in 1880, in conversation with the Comte de Saint Vallier, at that time French Ambassador to Germany, proposed an alliance between Germany, Austria, and France, remarking that war between any of these three States had no other result than serving the interests of England and Russia. This alliance was to have been based on the principle that not an inch of Balkan territory should fall into the possession of England or Russia, and that Turkey in Europe should belong to the Austrians, Germans, and French. After declaring that, in order to convince the French Ambassador of his good faith, Prince Bismarck even hinted at the partial restoration to France of Alsace-Lorraine, the article concludes by asking what would happen to-morrow if England and Russia, taking as their cue the wise admonitions of the Imperial Chancellor, were to end by understanding that the sole result of their dispute was to favour Prince Bismarck's game by leaving him entire freedom to exercise a dictatorship.

THE Governor of Honan reports in the *Peking Gazette* of March 6th the recent death of Yang Kuei-fang, General of the Nan-yang Brigade. The late General was a native of Hunan and entered the army as a private soldier in the year 1851. An intrepid and energetic man, he fought with much distinction throughout the whole of the Taiping Rebellion, serving in many campaigns in Hupei, Anhui, Kiangsi, Kiangsu, and Chekiang. When promoted and entrusted with the command of troops, he proved himself a good disciplinarian, and cool and collected in the moment of danger. At Lo-'ping in Kiangsi he was attacked by a vastly superior force and was only saved from destruction by the brilliant courage he displayed. Though shot through the foot, he charged the enemy on horseback and completely routed them. When peace was restored he was appointed Brigadier-General at Fu-ning in Fukien, and afterwards acted in the same capacity at Ch'ü-chau in Chêkiang. He was then ordered to raise a regiment in his native province of Honan and join the army of Tso Tsung-t'ang in Kangsu. He thus took part in the campaign against the Mohammedans, where he again greatly distinguished himself. In 1879 he was made Brigadier-General at Nan-yang in Honan, and did good service by the care he took in repressing brigandage. Lately it became necessary to give special attention to the preservation of order in Honan, and he patrolled the country at the head of a troop of horse. While thus on the march he caught cold, and an old wound broke out afresh. He returned to his head-quarters and put himself under medical care; but the treatment was of no avail, and he died in January last. The memorialist requests that His Majesty will be pleased to bestow some substantial mark of his favour on the deceased officer, of which request the Emperor signifies his approval.

WE note the arrival by the Messageries Maritimes steamship *Melbourne* from Marseilles, *en route* for Shanghai, of Monsieur Wagner, Consul-General for France at that port, and family. Monsieur L. Dejardin who was formerly Consul in Hongkong and lately Acting Consul-General in Shanghai, is now on his way to Melbourne, where he has been appointed Consul for France.

THE Manila *Comercio* publishes good news from the Caroline Islands. The natives were gradually becoming friendly with the Spaniards, and trade was increasing at Ponapé. The *Morning Star* arrived at that port and conveyed Mr. Doan to the island of Truk, where a missionary had died. The Kanakas who work in the settlement get an average of 50 cents per day. The barque *Pepita* from Manila, 110 days out, had not arrived, and fears were entertained for her safety. She had on board 950 tons of coal for the navy. The thermometer marked 24 degrees Centigrade in December, and from 26 to 29 in February.

THE prospectus has been issued in London of the Naval Construction and Armaments Company (Limited), a new undertaking with a capital of £600,000, in 120,000 shares of £5 each, of which the first issue is £300,000 in 60,000 shares. Of these £255,000 in 51,000 shares of £5 each have been offered for public subscription. The prospectus states that the principal objects of this Company are to build ships of war in England and Spain, and to deliver them fully equipped and armed; to develop new inventions connected with coast defence; and to carry on ship repairing and mercantile shipbuilding in all its branches, including mail and passenger steamers of great speed. Messrs. N. M. Rothschild and Sons are the Company's bankers. The subscription lists opened on the 21st and closed on the 23rd Feb. As soon as the lists closed shares were quoted at 1 per cent. premium. The Company have secured, on exceedingly advantageous terms, extensive shipbuilding yards, &c., at Barrow. The Spanish Government having decided to reconstruct the Spanish navy at a very large expenditure, the Company proposes to erect as a branch establishment a shipbuilding yard in Spain, with a view to obtain—a preference being promised by that Government to local shipbuilding yards—a considerable proportion of the Spanish Government orders for ships to be built in Spain, in conjunction with the yard at Barrow. For this purpose the directors have secured the co-operation of Messrs. C. de Murrieta and Co., who have offered to place at their disposal a suitable piece of land on the river at Bilbao. Lord Hartington and Lord Brassey are both on the directorate.

A CORRESPONDENT of our Foochow contemporary gives the following account of a recent visit he paid to the Governor-General's new College at Canton:—It is situated a little way beyond the suburbs to the northwest of the city, in the midst of rice fields. A beautiful brick wall on a granite foundation 18 feet high encloses a square with one thousand feet frontage east and west, and over eight hundred feet from south to north. A central series of spacious halls, open courts, and side colonnades extend from front to back. The buildings are all of a substantial character, walls of hard brick on granite foundations, and with massive teak-work columns, placed on neatly cut stone bases, supporting the high temple like roofs. The design is very much after the pattern of the Confucian temples found in all large cities. To the east and on the west of this are two other series of fine buildings, with ten suites of rooms in each building. A colonnade and porch in front, with door-ways and broad glass windows opening to each front room, and with open brick-work venetians in the rear or bed-rooms. Broad open courts separate one series of rooms from the others. Two hundred suites of rooms are provided, intended for one student each—that is, 150 students from Kwang-tung, and 50 from the Kwang-si province. Various other buildings for boarding halls, teachers' residences, &c., &c., are all rapidly approaching completion, many of them now under substantial roofs. Marvelous in itself, it is the more marvelous when it is remembered that it is only six or eight months ago since the ground was first broken for this work. It is encouraging to see such signs of vitality and activity in conservative China. While this work is going on towards completion at a cost of some $200,000, we are told by its managers that this is but a part of the Viceroy's scheme for promoting education, and that at Whampoa two other schools are to be opened, one for Science and Mathematics and one a Polytechnic School. Every lover of progress in China will rejoice to know of these evidences of new life in old China.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

THE EUROPEAN RESERVATION ORDINANCE.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—Sir William des Vœux deserves the cordial thanks of all Europeans in this colony, and will, if I am not greatly mistaken, also receive the commendations of a future generation of Chinese merchants and traders who shall have established themselves and made their fortunes on the island, for the highly necessary and much too long deferred measure of stopping the objectionable tide of Chinese invasion which is now sweeping through the city with irresistible movement, and which, if permitted to go on, would assuredly have converted Hongkong into the filthy and unhealthy condition of a Chinese town. The Governor deserves the more credit for this proposed restrictive measure of his, because he has been so short a time in the colony, and yet quite long enough to see plainly enough that if some curbing-bit was not fairly and justly applied, the beauty and healthiness of Hongkong were on the high-road to ruin. It says little for the perception of previous Governors of the Colony, and much less for the penetration, the zeal, and—shall I say the honesty of many present members of the Council,—that such a measure was not proposed by some of them even five or ten years ago, for it is a question which should have been foremost in the mind of every individual who had a word to say on the sanitary condition and well-being of this British city. As there are few people in Hongkong who have not made a trip or two to sea in a first class passenger ship, the question may be asked what opinion they would form of the captain or his officers, or the owners who permitted as otherwise grand ship to fall into such a disgusting condition of filth, of stinks, and of general unhidyness as the greater part of Hongkong is in at present, and has now for some years presented. As Wells, Sir, it could only be said by responsible people that such captains or owners were not fit to have charge of a first class vessel, and in like manner there has long been a strong opinion in Hongkong that such Governors and such Councillors were incompetent to fulfil their plain, matter of fact and easily understood duties. There is surely not much greater difficulty in keeping a city in order, in cleanliness, and its inhabitants in comfort and in health, than in doing the same thing by a large dwelling house, in which so many ladies of very mediocre capacities so eminently succeed!

But although Sir William Des Vœux did well on Tuesday last by introducing a measure which a man nearly blind might have seen was necessary I think he should even have taken a more decided and sweeping advance against this black tide of stinks and abominations which have been for so long closing in around the European quarter. I suppose there are few people who, looking at Hongkong from the decks of a mail steamer just arrived in the harbour from home, and who may possibly have seen something of Genoa, Naples, Messina, Palermo, etc., who do not experience a feeling of disappointment at the shabby and dirty condition of the *face of the city*, that is to say, of the line of houses along the Praya. From the City Hall to about the Victoria Hotel it is passable, but further westward the condition of the town is filthy in the extreme, and its appearance is completely ruined; whereas it might have been so different had Hongkong at any late time possessed men in the Legislative Council who had an idea in their heads further than that of exchanging a bale of Manchester cotton for a chest of tea, at the highest possible profit—whose minds have been too much engrossed with the selfish and intellectually low ideas of petty traders, and in which the possible profits of a case of Hennessy's brandy was more in accordance with their "first wakings, last thoughts, desires and affections," &c., &c. It is not necessary to go into a long argument to prove that all the houses and shops of the Chinese—especially along the water frontage—might easily have been constructed on a large, an airy, and a handsome scale of design,—somewhat after the fashion of the Peabody buildings and other handsome structures lately built at home, for very poor people. But these sapient legislators of ours do not appear to have had either the zeal or the ordinary ability to have their filthy city kept clean, as proof of which, take a walk along the east end of Queen's Road,—native quarter—or along Bonham Strand and contiguous thoroughfares, and see what a festering condition of filth and raggedness the places are in. With the loose and foolish idea that highly necessary sanitary regulations, and attention to the decencies of city life, would be an interference with the advance of trade and commerce, a few weak-headed and highly incompetent members of the Council have permitted what did at one time look like being a fine and handsome city, to become little better than a great festering sore of native growth, ignorantly—and contemptibly in the minds of some—calling the town a "model colony" because, forsooth, men with superior brains to the present brandy-selling and adulterated-tea-buying generation, had laid the original city out in lines of beautiful design, and which their eminently unworthy successors have utterly failed to maintain. On the great question of "more space," an enterprising scheme is on foot for reclaiming from the sea, which may or may not enhance the beauty and prosperity of the city—It depends so much on the style of buildings which are constructed on that reclaimed ground—and here again the matter of carelessness or incompetence of the legislature comes strongly into view. From the east end of the military barracks to what is known as East Point, there has been constructed, at great expense, a very fine water frontage, which has been given up apparently to the owners of coal godowns and other businesses which never should have been permitted to settle down so close to the eyes and ears of the city, while so much available land was to be had *in a very much more sheltered part of the harbour*, to wit, Hunghom Bay, and that three long miles of coast line stretching from Kowloon Point to Sam-shui-po, beyond the Cosmopolitan Docks; affording plenty of room for double the amount of trade at present affecting "water frontage" in the colony; and what is of far greater importance, giving complete shelter from typhoon winds; whereas, along the Eastern Praya, it is a dead lee-shore on which no boats can remain in stormy weather. If that stretch of fine Praya from the Blue Buildings to East Point had been made the most of, there could have been built along its face accommodation for hundreds of European families, in fine terraces,—something after the style of the Blue Buildings,—and in such manner as the cities on the shores of the Mediterranean Sea have availed themselves of, as also many towns in England, such as Brighton, Hastings, Southport, Scarboro:—In fact, Sir, had we had such public men lately as those who guided the interests of this colony in its young days, the whole of Queen's Road, from the Sailor's Home to Happy Valley, might have presented that fair and healthy appearance which it at present enjoys only in the neighbourhood of the City Hall. Going back to that valuable stretch of level ground reaching from the Military barracks to the Naval Hospital gate, there is room enough there for all the dwelling houses of Europeans and respectable Chinamen that may carry on their business here for generations to come. Sweep away the whole of that malodorous nest of native parasites and native crowding, and we have space enough and to spare without any highly expensive and doubtfully beneficial reclamation of frontage—further than that of getting into deeper water and keeping down bad odours. The ground is wasted by small tenements. Put your offices on the ground floors, and your two or three stories of dwelling houses above them, and continue this system of handsome terraces right up to East Point. Send the cargo and coal boats beyond such limits—either over to Kowloon, to Stone-cutters' Island, to Causeway Bay or to Belcher's Bay, all of which places are quite close enough for coal godowns to approach the city, and thus sweep out of a filthy and disease breeding existence that great nest of native abominations which has at present the full possession of the finest part of Hongkong. I mean this same level ground existing from the barracks to East Point, where you can find at this present moment a hundred little peddling shopkeepers, barely existing in a condition of wretchedness on the profits which would only keep one decent trader in independence. At present that highly valuable space is entirely given up to the Chinese and to that fearful condition of domestic life so common in all Chinese cities, and which disgraceful state of things is actually permitted out under the aegis of the British flag. The conditions of life for Europeans in Hongkong are different to those common in England, but much the same as you find prevailing in places like Naples or Messina, where such a fine piece of harbour frontage as this Eastern Praya would be occupied every evening by the best class of citizens coming out to take the air, and to enjoy the health giving breezes up commonly found in the vicinity of a fine sheet of water, such as the harbour of Hongkong. A military band, or some other, would be present; there would be innumerable seats as resting places, and commodious landing places for pleasure boats, while interspersed among the large offices and handsome shops would be plenty of those commodious *cafés*—not drinking dens—which have so much to do with human enjoyment. Such a place in any Italian city would be the Grand Parade in the evening as compared in Hongkong it is, after sundown, a place of utter desolatey for all respectable people. That such a place for public recreation is wanted we only have to watch the

The Hongkong Telegraph.

N°. 1892. SATURDAY, MARCH 31, 1888. SIX DOLLARS PER QUARTER.

Banks.

RULES OF THE HONGKONG SAVINGS BANK.

1.—THE BUSINESS of the above BANK will be conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION, on their premises in Hongkong. Business Hours on WEEK-DAYS, 10 to 3; SATURDAYS, 10 to 1.

2.—SUMS LESS THAN $1, or MORE THAN $250 at one time will not be received. No Depositor may deposit more than $2,500 in any one year.

3.—DEPOSITORS in the SAVINGS BANK, having $100, or more, at their credit may at their option transfer the same to the HONGKONG AND SHANGHAI BANKING CORPORATION on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—INTEREST at the rate of 3½ % per annum will be allowed to Depositors on their daily balances.

5.—EACH DEPOSITOR will be supplied gratis with a PASS-BOOK, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their PASS-BOOKS, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—CORRESPONDENCE as to the Business of the Bank, if marked ON HONGKONG SAVINGS BANK BUSINESS, will be forwarded free by the various British Post Offices in Hongkong and China.

7.—WITHDRAWALS may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his PASS-BOOK, are necessary.

FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 1st September, 1887. [9

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL .....£2,000,000.
PAID-UP CAPITAL ..... 500,000.

Registered Office, 40, THREADNEEDLE STREET, LONDON.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT, Buys and Sells BILLS OF EXCHANGE, ISSUES LETTERS OF CREDIT, forwards BILLS for COLLECTION, and Transacts Banking and Agency Business generally, on terms to be had on application.

INTEREST ALLOWED ON DEPOSITS:
Fixed for 12 months, 5 per Cent. per Annum.
" 6 " 4 " "
" 3 3 " "
ON CURRENT DEPOSIT ACCOUNTS 2 per Cent. per Annum on the Daily Balance.

APPROVED CLAIMS on the ORIENTAL BANK CORPORATION, in Liquidation, or the BALANCES of such claims, purchased on advantageous terms.

AGENCY OF THE NATIONAL LIFE ASSURANCE SOCIETY.

E. W. RUTTER,
Manager.
10] HONGKONG BRANCH.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL .....$7,500,000.
RESERVE FUND ..... 3,900,000.
RESERVE LIABILITY OF PROPRIETORS ..... 7,500,000.

COURT OF DIRECTORS:—
CHAIRMAN—Hon. JOHN BELL-IRVING.
DEPUTY CHAIRMAN—W. H. FORBES, Esq.
C. D. BOTTOMLEY, Esq. Hon. A. P. MCEWEN.
W. G. BRODIE, Esq. S. C. MICHAELSEN, Esq.
H. L. DALRYMPLE, Esq. J. S. MOSES, Esq.
H. HOPPIUS, Esq. L. POESSECKER, Esq.
B. LAYTON, Esq. E. A. SOLOMON, Esq.

CHIEF MANAGER.
HONGKONG—THOMAS JACKSON, Esq.
MANAGER.
SHANGHAI—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON AND COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
ON CURRENT DEPOSIT ACCOUNT at the rate of 2 per cent. per Annum on the daily balance.
ON FIXED DEPOSITS:—
For 3 months, 3 per Cent. per Annum.
For 6 months, 4 per Cent. per Annum.
For 12 months, 5 per Cent. per Annum.
LOCAL BILLS DISCOUNTED.
CREDITS granted on approved Securities, and every description of BANKING and EXCHANGE business transacted.
DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.
Hongkong, 25th January, 1888. [8

NOTICE.

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this HARBOUR none of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.
Hongkong, 25th August, 1887. 25

Intimations.

ROBERT LANG & CO.,

TAILORS, HATTERS, SHIRTMAKERS, AND GENERAL OUTFITTERS.

NEW GOODS.

TALL SILK HATS.
" Drab Felt Hats.
Black, Brown Drab and Grey Hard Felt Hats.
Terai and other Soft Felts.
Tweed Hats and Caps in New Shapes.
Straw Hats and Pith Hats.
Silk Umbrellas from $3 each, over 100 to choose from.
A large assortment of Walking Sticks.
Waterproof Coats, Leggings & Chair Aprons.
Travelling Rugs and Scotch Mauds.

Over Coatings, Light & Heavy.
Ulster Tweeds.
Fine Black Diagonal & Cork-screw for Dress Suits.
Black, Blue and Brown Fancy and Diagonal Coatings.
Fancy & Check Tweed Suitings.
Trouserings in great variety of Stripes, Checks and Plain.
Cricketing Flannel, Stripes, Checks and Plain.
White and Fancy Vestings.
French Printed Shirtings.
Unshrinkable Flannel.
Ready Made Ulsters in Stock.
Solid Leather Portmanteaus.

Overland Trunks, Gladstone Bags, and a variety of Travelling Cases, all sizes.
Winter, Medium and Summer Under Vests and Pants.
Silk Half-Hose, Black, Navy and Colors.
Lamb's Wool Merino and Lisle Thread Half-Hose.
White Dress Shirts.
Lacing & Elastic-side Walking Boots and Shoes.
Shooting Boots, Rubber Boots.
Patent Leather Boots & Shoes.
Dancing Pumps, all sizes.
Large Stock of Scarfs, Ties, Handkerchiefs, Braces, &c.

ROBT. LANG & CO.

Hongkong, 22nd February, 1888 [91

HEUERMANN, HERBST & CO.,

SOLE AGENTS FOR:

EXPORT BIER BRAUEREI, DREWS & Co., Gaarden, near Kiel.
IMPERIAL BEER, Quarts and Pints.
KIELER EXPORT LAGER BEER.

APENRADE ACTIEN BRAUEREI.
APENRADE BEER, in Quarts and Pints.
BERGEDORF VEREINS BRAUEREI.
BERGEDORF BEER in Quarts and Pints.
BREWERY "BAVARIA" MUNICH.
HACKERBRAEU in Quarts and Pints.

FRIEDRICH KROTE'S COBLENZ,
Celebrated Champagne, Rhine and Moselle Wines, Excelsior Champagne, Carte d'Or, Carte Blanche, Moselle Mousseux, Laubenheimer, Geisenheimer, Rauenthaler, Josefshofer, Berncastler Doctor, &c.
Now on view, for the first time imported to this Colony:
SPLENDID PIANOS
With Mechanism for transposing for the accompaniment of singing or other instruments.
HEUERMANN, HERBST & CO.,
Queen's Road, 14.

Hongkong, 10th January, 1888. [27

LANE, CRAWFORD & CO.

FOR SALE.

FAIRY LAMPS.
FAIRY LAMP CANDLES.
NEW TABLE DECORATIONS.

FLOWER-BASKETS & VASES.
NEW GLASSWARE.

CONSISTING OF:—

LANE, CRAWFORD & Co.'s Special Table Sets of best thin quality Plain Glass.
1 doz. Liqueurs.
1 " Sherry.
1 " Ports.
1 " Claret.
1 " ½ pt. Tumblers.
1 doz. Soda Tumblers.
1 " Champagne do.
1 " Finger Glasses.
2 only Quart Decanters.
1 " Claret "
For $40.00.

Dinner Sets, Tea Sets, Breakfast Sets, Toilet Sets, Toilet Table Sets, and Crockery of all kinds.

LANE, CRAWFORD & CO.

Hongkong, 22nd March, 1888. [29

W. BREWER

HAS JUST RECEIVED.

DEMON TENNIS BATS.
Tennis Balls.
Tennis Shoes.
Renshaw Tennis Bats.
Ladies' Tennis Shoes.
Presses for Single Racquets.
Footballs, "Association" and "Rugby."
Handsome Plush Frames on Easels.
Fine Stock of Albums for Cabinets only, and assorted sizes.
Ladies' Handbags.
New Photos of Fashionable Beauties.
Palette Shape Mirrors for Table.
Dictionary of Engineering Terms.

Seaton's Marine Engineering.
Hutton's " "
Reed's " "
English, German and French Dictionary.
Stonehenge's Rural Sports.
" On the Dog.
Electric Motor, and its application.
Ayrton's Electricity.
Draper's Medical Physics.
Kirchner's Manual Psychology.
Ornamental Alphabets.
New Stock of Meerchaum Pipes.
Copying Presses.

W. BREWER,
UNDER HONGKONG HOTEL.

Hongkong, 22nd March, 1888 [100

EX "GLENCOE" AND FRENCH MAIL STEAMER "YANGTSE."

ROSE & CO.

ARE now Showing a nice assortment of LADIES' and CHILDREN'S WARM CLOTHING in JACKETS, DRESSES, SKIRTS, GAITERS, HOODS, and HATS in Wool.
GENTLEMEN'S CASHMERE, ANGOLA, MERINO and SILK UNDERSHIRTS.
MERINO and CASHMERE SOCKS,
GENT'S WHITE LONG-CLOTH SHIRTS,
LADIES' and GENTLEMEN'S TENNIS SHOES,
CHILDREN'S STRAP SHOES,
EIDER DOWN QUILTS and CUSHIONS,
ST. JAMES'S RUGS and AUSTRIAN BLANKETS,
Also,
BRUSSELS and TAPESTRY CARPETS,
SILK and WOOL TAPESTRIES in New Designs,
GLADSTONE and BRIEF BAGS,
&c., &c., &c.

ROSE & CO.
37 & 39, QUEEN'S ROAD, HONGKONG.

Hongkong, 10th January, 1888. [40

KELLY & WALSH, LD:

WORKS OF UTILITY AND REFERENCE.

SEATON'S Manual of Marine Engineering.
Winton's Modern Steam Practice and Engineering.
Deschanel's Natural Philosophy.
Ganot's Physics.
Men of the Time—latest edition.
Men of the Reign, companion volume to Men of the Time, containing biographies of distinguished men who have died during the Victorian Era.
Culley's Hand Book of Practical Telegraphy.
Cassell's Manual of Surgery.
Lecky's Wrinkles in Practical Navigation.
Gordon's Electricity and Magnetism.
Bryant and Stratton's Interest Tables, from one dollar to one hundred thousand dollars, and from one day to 4 years, at 7, 6, 5 and 4 per cent.
Lee's Laws of Shipping & Insurance.
Beard and Rockwell's Medical and Surgical Electricity.
Thomson's Gardener's Assistant.
Breton's Book of Garden Management.
Lowndes's Law of General Average, 1888 Edition.
Johnston's General Gazateer.
Todhunter & Pearson's History of the Elasticity and Strength of Materials.
Phillips & Bauerman's Elements of Metallurgy.
The A. I. Telegraph Code; an enlargement of the A B C Code.
Hopkins's Average and Arbitration.
Arnold's Law of Marine Insurance.
Haswell's Pocket Book.
Cassell's Family Physician.
Greener's The Gun and its development, with notes on Shooting.
Cassell's Book of Sports and Pastimes.
Bartlett's Familiar Quotations.
Crabbe's English Synonyms.
Roget's Thesaurus of Words.
Hutchinson's Practice of Banking.
Turner's Guide to Commercial Knowledge, containing an explanation of Terms and Practices in daily use in the Office, Bank, Warehouse, &c., 75 Cents.
Practical and Inductive Book-keeping, adapted to the use of Schools and for self-tuition, with special reference to the Methods obtaining in China, by J. L. Hart-Milner.
The Portfolio Volume for 1887.
Youatt on the Horse. Stonehenge on the Dog.
Every Man his own Mechanic.
Every Man his own Lawyer.
Every Body's Lawyer. The Thrift Book.
Thomson's Dictionary of Domestic Medicine.
Du Moncel's Electricity as a Motive Power.
Tower's Useful Things to know about Steam Boilers.
Kemp's Hand Book of Electrical Testing.
Griffin's Chemical Testing of Wines and Spirits.

Masonic.

ZETLAND LODGE, No. 525.

A REGULAR MEETING of the above LODGE will be held in FREEMASONS' HALL, Zetland Street, on TUESDAY NEXT, the 3rd April, at 8.30 for 9 P.M. precisely.
Visiting Brethren are cordially invited.
Hongkong, 29th March, 1888. [354

Consignees.

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL AND SINGAPORE.

THE Company's Steamship "MINGCHOW," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before NOON, on the 2nd April, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 2nd April, will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 A.M., TO-DAY.

Bills of Lading will be countersigned by
ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, 27th March, 1888. [344

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship "JAPAN" having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company's West Point Godowns, whence delivery may be obtained.

Cargo remaining undelivered after the 1st April, will be subject to rent. No Fire Insurance has been effected.

Consignees are hereby informed, that all claims must be made immediately, as none will be entertained after the 30th instant.

Bills of Lading will be countersigned by
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 26th March, 1888. [340

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "GLAMORGANSHIRE," FROM HAMBURG, ANTWERP, LONDON, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods, with the exception of Opium, are being landed at their risk, into the Godowns of the Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before 4 P.M., TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 1st proximo, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 1st proximo, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
ADAMSON, BELL & Co.,
Agents.
Hongkong, 26th March, 1888. [323

Shipping.

STEAMERS.

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR SWATOW AND BANGKOK.

THE Company's Steamship "TAICHIOW," Captain J. Newton, will be despatched for the above Ports, TO-MORROW, the 1st April, at 9 A.M.

For Freight or Passage, apply to
YUEN FAT HONG,
Agents.
Hongkong, 29th March, 1888. [352

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA, VIA AMOY.

THE Company's Steamship "DIAMANTE," Captain McCaslin, will be despatched for the above Ports, on TUESDAY, the 3rd April, at 4 P.M.

For Freight or Passage, apply to
RUSSELL & Co.,
General Managers.
Hongkong, 31st March, 1888. [35

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.
(PASSING THROUGH THE INLAND SEA.)

THE P. & O. S. N. Co's Steamship "TEHERAN" will leave for the above places on THURSDAY, the 5th April, at DAYLIGHT.

E. L. WOODIN,
Superintendent.
Hongkong, 29th March, 1888. [3

STEAM TO SHANGHAI.

THE P. & O. S. N. Co.'s Steamship "HYDASPES" will leave for the above place about 24 hours after her arrival with the next outward English Mail.

E. L. WOODIN,
Superintendent.
Hongkong, 29th March, 1888. [3

Shipping.

—STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, SYDNEY AND MELBOURNE.

THE Company's Steamship "TSINAN," Allison, Commander, will be despatched as above, on SATURDAY, the 7th April, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon and Cabins are situated forward of the engines. Second Class Passengers are Berthed in the Poop. A Refrigerating chamber ensures the supply of fresh provisions during the entire voyage. A duly qualified Surgeon is carried.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 26th March, 1888. [341

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship "CLAYMORE," Craig, Commander, will be despatched for the above Port, on or about the 11th proximo.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 22nd March, 1888. [212

SAILING VESSELS.

FOR NEW YORK.

THE 3/3 L. I. I. American Ship "TITAN," C. H. Allyn, Master, will load here for the above Port, and will have a quick despatch.

For Freight, apply to
PUSTAU & Co.
Hongkong, 8th March, 1888. [278

FOR SAN FRANCISCO.

THE 3/3 L. II. American Ship "GREAT ADMIRAL," J. F. Rowell, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.
Hongkong, 21st February, 1888 [220

Mails.

CANADIAN PACIFIC LINE.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES AND EUROPE, VIA THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship "ABYSSINIA" 3,651 Tons Register, Lee, Commander, will be despatched for VANCOUVER, B.C. and SAN FRANCISCO, via NAGASAKI, KOBE, and YOKOHAMA, on THURSDAY, the 12th April, at THREE P.M.

To be followed by the S. S. "BATAVIA" in May.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Points by the regular Steamers of the Pacific Coast Steamship Company and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To Vancouver and Victoria...(Mex.)$160.00
To San Francisco..... 175.00
To all Common Points in Canada and the United States 200.00
To Liverpool 300.00
To London..... 305.00

To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to Points in the United States, should be sent to the Company's Offices, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 P.M. on the 11th April.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 P.M. the day previous to sailing.

For information as to Passage or Freight, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 27th March, 1888. [3

STEAM FOR SINGAPORE, PENANG, COLOMBO ADEN, SUEZ, PORT SAID, MARSEILLES, MALTA, GIBRALTAR, BRINDISI, VENICE, AND LONDON;
ALSO,
BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "DECCAN," Captain P. W. Case, with Her Majesty's Mails, will be despatched from this for BOMBAY, on WEDNESDAY, the 11th April, at DAYLIGHT.

Cargo will be received on board until 4 P.M. Parcels and Specie (Gold) at the Office until 2 P.M., on the day before sailing.

Tea, Silk and Valuables for Europe will be transhipped at Colombo; and General Cargo at Bombay, arriving one week later than by the direct route via Colombo.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

E. L. WOODIN,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, 29th March, 1888. [3

Mails.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE; VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship "BELGIC" will be despatched for San Francisco, *viâ* Yokohama, on TUESDAY, the 3rd April, at THREE P.M.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full; and the same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

First-class Fares granted as follows:—
To San Francisco.....$200.00
To San Francisco and return, available for 6 months..... 350.00
To Liverpool 325.00
To London..... 330.00

To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.
Hongkong, 15th March, 1888. [2

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship "CITY OF PEKING" will be despatched for San Francisco, *viâ* Yokohama, on SATURDAY, the 14th April, at THREE P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, and Atlantic and Inland Cities of the United States, viâ Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To San Francisco.....$200.00
To San Francisco and return, available for 6 months..... 350.00
To Liverpool..... 325.00
To London..... 330.00

To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.
Hongkong, 24th March, 1888 [3

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON MONDAY, the 16th day of April, 1888, at 4 P.M., the Company's Steamship "PREUSSEN," Captain O. Pohle, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at GENOA.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m., on the 15th of April, 1887. (Parcels are not to be sent on board; they must be left at the AGENCY'S Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 16th March, 1888. [4